Weather
Fair and cooler weather. The maximum temperature yesterday was 81.7 and the minimum 68.4, the figures for the corresponding day last year being 83.4 and 55.2.

The China Press
大陸報

The Mail Box
MAILS for America-Europe, Str. Empress of Asia, Sept. 25.
FOR Europe and way ports, Str. Khiva, Sept. 20.
FROM America and Europe, Str. Siberia Maru, Sept. 30.
FROM Europe and way ports, Str. Kashgar, Sept. 24.

NO. 2796 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 庚申年八月初八日 SHANGHAI, SUNDAY, SEPTEMBER 19, 1920 大正四年第三種郵便物認可 20 CENTS.

THIRTY DEAD IN WALL STREET

DESCHANEL QUITS POST AS CHIEF IN FRANCE

Ill Health Is Cause Of President's Resignation

GREAT RECORD

Work Of Retiring Official In War Is Praised

ELECTION SOON

Legislation Bodies To Hold Special Session This Week

(*Reuter's Service*)

Paris, September 17.—The Ministers and Under-Secretaries of State met today, when M. Millerand, who presided, communicated to his colleagues an account of the interview which he had had yesterday with the President of the Republic.

M. Deschanel, he said, had informed him that, after having consulted his medical advisers, it was his wish to tender his resignation.

The Ministerial Council, with the concurrence of the Presidents of the two Chambers, decided to summon Parliament to meet in extraordinary session on Tuesday, the 21st instant.

FIX DATE OF MEETING

The President of the Senate will fix the date for the meeting of the National Assembly (i.e., the members of both Chambers sitting together for the election of a President).

The Prime Minister further informed his colleagues of what had passed at the interviews which he had recently at Aix-les-Bains and Lausanne.

M. Paul Deschanel was born at Brussels on February 13, 1856, and entered the Chamber of Deputies in 1885, as a representative of the Department of Eure-et-Loire.

He was first elected President of the Chamber in 1898 and was elected for a second time in 1912. The French press recalls with what patriotic conscientiousness he presided during the dark hours of the war over the debates of Parliament.

He was elected President of the Republic on January 17 last, without opposition, by 734 votes.

TO ELECT SUCCESSOR

Paris, September 17.—The date to be fixed by M. Leon Bourgeois, the President of the Senate for the convocation of the National Assembly to elect a successor to President Deschanel is almost certain to be either Thursday or Friday next.

At today's Council meeting, M. Millerand's Ministerial colleagues presented him with a pressing request that he should allow himself to be nominated for the Presidency. The Premier, however, maintains his formal decision to refuse the honor on the ground of the necessity for continuing, as head of the Government, the work it has undertaken for the last eight months.

The press this morning is unanimous in expressing the hope that M. Millerand will yield to the wishes of the great majority of the two Chambers. It is urged that the authority and prestige which he has acquired, both in France and abroad, particularly fit him to be the Chief Magistrate of the Republic.

WRANGEL DEFEATS BOLSHEVIST ARMY IN NOGAIAK FIGHT

(*Reuter's Service*)

Paris, September 17.—It is reported from Constantinople that General Wrangel's troops have routed the Bolsheviks and pushed their offensive as far as Nogaiak, which they have occupied. They are now advancing in the direction of Bergamek. Prisoners are streaming in.

Famous "Gibson Girl" In Romance

Chosen several years ago by the noted artist, Charles Gana Gibson, as California's most beautiful girl, Miss Emily Messmer, of San Francisco, startled her host of friends recently by eloping with Sergeant Oscar Putzker, of the Berkeley, Cal., police force. Mrs. Putzker posed for a series of drawings by Gibson which won considerable recognition throughout the country. The couple are spending their honeymoon at a Coast resort.

FENGTIEN TUCHUN BLOCKS RAILWAYS TO MOVE TROOPS

Chang Tsao-lin Requistions 240 Trucks To Take Army Back To Peking

(*Reuter's Pacific Service*)

Tientsin, September 17.—General Chang Tso-lin has requisitioned 240 trucks in order to transport the 28th Division from Mukden to Peking. This Division only recently returned to Mukden from Peking.

The Peking and Tientsin Times, in a leading article, points out that the recent civil war resulted in the complete disorganisation of the railways in North China, the administrations of which have not yet completed the task of tracing and recovering the quantities of rolling stock scattered along the railways.

TRAFFIC BLOCKED

"General Chang Tso-lin's order," the article continues, "will again seriously interfere with goods and passenger traffic. The first result is that all third-class carriages have been taken off mixed trains.

"General Chang Tso-lin's action in sending down, withdraw-

(Continued on Page 2)

MINERS DEMAND WAGE INCREASE MUST NOT HURT USERS OF COAL

Point Of Lower Price Dropped But Protection For Consumer Asked

SETTLEMENT EXPECTED

Outlook In Industrial War Is Brighter, Declare London Reports

(*Reuter's Service*)

London, September 16.—The conference between the Executive of the Miners' Federation and Sir Robert Horne, Minister of Labor, was held privately today, and was adjourned till noon tomorrow.

The hopes of a settlement are said to be brighter than hitherto, owing to indications that the miners' leaders in view of the lack of public enthusiasm for their efforts to reduce the price of coal, might modify their demands.

Indeed, according to the labor correspondent of the Evening Standard, the miners have definitely dropped their demand for a reduction of 14s. 2d. in the price of coal, and are seeking instead an assurance that any advance in wages shall not affect the consumer.

REASONABLE SETTLEMENT

London, Sept. 17.—Although the point at which the negotiations in the coal dispute were suspended yesterday left the situation in a highly contentious state, the opinion is generally expressed that the relegation to the background of the miners' demand for a reduction in the price of coal leaves nothing insuperable in the way of a reasonable settlement.

The main point of contention now is the miners' insistence upon a 2s. increase in wages without investigation. On this point Sir R. Horne points out that he is not in the position of a private owner but is trustee for the public. Consequently, he can only recommend an increase if inquiry justifies it.

HORNE EULOGISED

The general opinion is that the Government's position is unassailable on the grounds of the national interest, and Sir R. Horne's conciliatory and generous handling of the situation is widely eulogised.

One of the most remarkable points brought out at the Conference was Mr. Brace's declaration as regards the crucial question of output, when he offered the whole resources of the Miners' Federation to discover the cause and remedy the falling output. This is the first occasion that the miners have committed themselves to a promise as regards an increase in output.

London, Sept. 16.—Today's conference between Sir Robert Horne and the Miners' Federation was the most conciliatory on both sides that has taken place during the present crisis. After meeting in the morning it adjourned at mid-day for two hours,

(Continued on Page 2)

FOREIGN CHILD DISAPPEARS AS PARENTS ARE ON YANGTSZE TRIP

Girl Missing From Steamer Cabin, Nurse Reports In Morning

OFFER $2,000 REWARD

Careful Investigation Fails To Reveal Whereabouts Of Little One

Linda Moors, three-year-old daughter of Mr. and Mrs. Leonard Moors, vanished in an unaccountable manner from a cabin on the steamer Woosung some time after midnight Thursday while the boat was proceeding up the Yangtsze to Hankow from Shanghai. The parents believe that it is impossible that the little girl, who was in the care of a nurse, could have been lost overboard and on the theory that she has been carried off the boat by kidnappers, or that in some strange manner she found her way ashore in her night dress at some landing place, they have invoked the aid of all foreign and native authorities in a searching inquiry that has been started.

The steamer Woosung sailed from Shanghai shortly after midnight Thursday morning with Mr. and Mrs. Moors, with the little girl, a son and a nurse among the passengers. Mr. and Mrs. Moors occupied one cabin which adjoined another in which the little girl and the nurse, a Russian, were quartered.

Shortly before midnight Thursday when the vessel was approaching Chinkiang the nurse was awakened and she says that the little girl was then sound asleep in the cabin. When she again awakened about 6 o'clock in the morning the little girl was gone.

CHILD DISAPPEARS

This caused the nurse no uneasiness, as she believed that the child had been taken into the cabin with the parents and it was not until about two hours later when the family group assembled that it was brought home to them that the child had disappeared.

The steamer then was near Nanking and as the nurse says the child was sleeping shortly before midnight near Chinkiang, the time when the child disappeared—between midnight and 6 o'clock Friday morning—and the general locality either at Chinkiang or between that place and Nanking are details taken as established.

To stimulate efforts being made in the general search the parents have offered a reward of $2,000 to any person who will in any way assist in locating the missing child.

All the elements of the case point to a conclusion that the little girl was kidnapped. The port hole of stateroom in which she was sleeping was screened over and even had she wandered out to the deck of the boat in the night she could not have fallen overboard as the rail enclosing the deck is screened to the bottom and is far too high to have permitted so small a child to climb over and fall into the water.

SEARCH IS BEGUN

On the arrival of the steamer at Nanking after the disappearance had been reported Captain Newcomb refused to permit anyone to go ashore until every corner of the vessel had been thoroughly searched and it had been definitely established that the child no longer was aboard.

The ship's officers immediately telegraphed and communicated all information in connection with the little girl's disappearance, first to Chinkiang, and then to all points at which the boat had touched in the night insuring that the search could be taken up at the earliest possible moment.

The appeal is made by the parents to any who may know or who may learn anything that could lead to finding the missing little girl to communicate with Mrs. L. Moors, addressed in care of the Russo-Asiatic Bank, or to 128 Sinza Road.

The missing child has dark curly hair of a golden hue and speaks Russian only.

Film Stars In Tragedy

JACK Pickford and his wife, known in the Screen World as Olive Thomas, around whom mystery and tragedy have revolved in Paris. Mrs. Pickford was found dead, under mysterious circumstances, and her husband has maintained silence. There have been rumors of orgies at which liquor and cocaine were features but none of these tales has been substantiated. The Pickfords were in Paris on a pleasure trip, having gone abroad a short time after Jack's sister, "Our Mary" and her new husband "Doug" Fairbanks made their honeymoon journey abroad. This picture was taken when they sailed from New York.

Buffer State To Aid China's Famine Victims Promise Of M. Yourin

Occupants Of Russian Le ations And Consulates No Longer Recognised And Should Retire, Says Head Of Mission To Peking

(*Reuter's Pacific Service*)

Peking, September 17.—M. Yourin, the chief of the Verdhne-Udinsk delegation, interviewed by Reuter's correspondent, reviewed the formation of the "Buffer-State" of Verdhne-Udinsk which the conference held after the fall of Kolchak resolved upon as the best means of solving the Far Eastern question, especially in view of foreign pretensions and the special interests of the Russian Far-East.

He pointed out that from the earliest days Verdhne-Udinsk people were of the opinion that the new republic should be entirely independent of Moscow, though the populace did not forget that their history was indissolubly linked with the people of Greater Russia, and realised that their first support would be from the brotherhood of Russian people whose economic assistance would enable them to develop.

ABSORBING QUESTIONS

It was futile to expect assistance from other countries. For instance, China's own questions were absorbing, and so were those of America. It was true that England had dealt with this question by discussions with representatives from Moscow in London. Japan's previous policy interfered with Russian internal affairs, and economic support could not be expected from Japan.

The Russian Far-Eastern Republic, he said, had always striven for friendly relations with China. He was sure they would meet with a friendly reception from China in their task of establishing normal economic mutual relations, and liquidating old injustices of the Czarist Government.

RUSSIAN SYMPATHY

Russian sympathy with China would shortly be demonstrated by assistance for its starving people. This would meet with the approval not only of the Verdhne-Udinsk Government, but of the people. Even the peasants, whose lot was not too satisfactory at present would share their bread with the Chinese in the latter's hour of suffering.

M. Yourin contended that Russian people in China no longer recognised the officials of the Russian Legations and Consulates, who were unable to do good work for their countrymen. He thought they ought to give up their offices.

Verdhne-Udinsk would assist them if their services were offered in new Russia.

M. Yourin contended that neither he nor the members of his party had been engaged in propaganda. He had been instructed not to interfere in China's domestic affairs.

Referring to Poland, he said he thought the Powers should not dwell on the situation there, but on the Russian outlook as a whole.

REPORTS DENIED

He denied the reports of uprising in Western Siberia and the Verkane-Udinsk region, which were wholly untrue. The peasants everywhere, he declared, were loyal to the Soviets, and this year handed over to the Government 90 percent of their crops for distribution among the populace.

Finally, he expressed his belief that the negotiations with China would be an advantage to both republics, and would meet with support from other countries, particularly Britain and America, whose interests in the Far East were large, thus opening the way for foreign capital and enterprises in the Russian Far East, to which Verkhne-Udinsk would give the necessary guarantees of security and facilities.

M. Yourin believes that Japan will have to revise its policy towards the Russian Far East, so that it will not be shortsighted and will lead to the promotion of friendship between the two countries. He considers this particularly necessary in view of the many mistakes of the past in this respect.

DOUBT GOOD FAITH

(*Reuter's Pacific Service*)

Vladivostok, September 17.—The Socialist and non-Socialist blocs are continuing to quarrel with regard to the good faith of their respective opponents in the Coalition Cabinet.

The Socialists however, do not feel that their position is secure and are giving way, principally because they do not know what attitude the Japanese would take up if the non-Socialists left the Cabinet, and because they wish

(Continued on Page 2)

CATASTROPHE IN WORLD'S FINANCIAL CENTER IS HEDGED IN BY MYSTERY

Many Theories Are Advanced While Federal Detectives Are Assigned By Attorney General To Ferret Out Perpetrators Of New York Outrage

(*Reuter's Service*)

New York, September 16.—The terrific explosion in Wall Street today (previously reported) took place at noon, and wrecked the whole of lower Manhattan.

The list of casualties is mounting as excited reports pass from mouth to mouth. At 12:30 p.m. it was reported that 15 persons had been killed and 50 injured, but any accurate count is impossible owing to the intense confusion which reigns.

Mr. Julius Spencer Morgan, son of Mr. J. Pierpont Morgan, and a member of the firm, was badly injured and cut by the flying glass. Four employes of the firm were killed.

The body of Col. Charles Neville, of the American Army Quartermaster Depot, has been identified as one of the victims.

A Treasury official while telephoning to New York heard the explosion in Washington.

Later.—Occording to the latest estimates, 30 persons have been killed and 170 injured.

The cause of the explosion still remains a mystery, and the question whether the disaster was due to design or accident is still hotly debated. Attorney-General Palmer has delegated Chief Detective William J. Flynn to investigate the case.

Those who attribute the explosion to an accident suggest that it was the result of a collision between a motor-car and a van loaded with dynamite outside the Morgan Building. The advocates of the accident theory, which is most widely accepted, include Mr. Thomas M. Lamont, partner of Messrs. Morgans.

BOMB IS THEORY

On the other hand, Dr. Norris, the Chief Medical Examiner, expresses the belief that the explosion was caused by a bomb thrown either out of a motor-car or from the cornice of a sky-scraper.

The Chief Police Inspector on the case reports that evidence has been found justifying the conclusion that the explosion was caused by a huge bomb loaded with TNT, and reinforced with iron slugs, fabricated from window-sash weights.

It is reported that shortly before noon two men were seen to drive up to the Morgan Building in a motor. One of them is said to have then alighted and either purposely or accidentally dropped what appeared to be a bomb.

The first report which got about, to the effect that a bomb had exploded inside the Morgan Building, is contradicted by the officials of J. P. Morgan and Co.

WAR OPERATIVES WITHDRAW

It is stated that the last members of the "Red Squad," who have been running down bombing plots since the early stages of the war, were withdrawn on Wednesday from the homes of Mr. Morgan and other prominent and wealthy men.

The financial district is protected by a searchlight on the City Hall, and the Court-house is also guarded. Bonds to the value of $85,000 and messages, which were being carried through the streets, have been lost.

New York, Sept. 17—(early morning).—Eye-witnesses' accounts of the explosion state that it was preceded by a great smoky flame which rose high enough to burn the awnings of the fifth floor of neighboring sky-scrapers. Then there was a nerve-shaking roar. Immediately afterwards a crowd of panic-stricken people streamed into the streets from all the office buildings round about, which had suffered badly from the shock of the explosion.

HORRIBLE SCENE

From Reuter's offices in Wall Street numbers of dead and injured, mingled with the bodies of screaming or disembowelled horses, could be seen lying on the pavements in pools of blood, while the walls of the buildings were also bespattered with blood.

The scene recalled memories of the battlefields in France.

The general confusion was added to by the arrival of hundreds of police and a number of fire-engines, frenziedly sounding their hooters and clanging their bells as they attempted to force a passage through the narrow crowded street.

The estimate of the damage at over $2,000,000 is probably well within the mark, as almost every pane of glass in Wall Street and in the vicinity of the explosion was shattered. The streets were covered with fragments of bricks and

Lloyd George Is Put On Grill By Council Of Action

(*Reuter's Service*)

London, September 16.—The Council of Action has intervened in the recriminatory corresponddence which has been passing between Mr. Lloyd George and M. Kameneff.

It makes the extraordinary allegation that the Prime Minister himself urged the Council to use its influence on the Russian Government through M. Kameneff at what was admittedly a very critical moment.

The Council affirms that it approached M. Kameneff several times. It further declares that the only policy the Council ever discussed with M. Kameneff was the policy of the Soviet relative to Poland and peace generally.

CZECHO-SLOVAK CABINET QUITS

President Accepts Resignations And Announces Personnel Of Successors

(*Reuter's Service*)

Paris, September 17.—A Prague telegram states that President Masaryk has addressed to the Czecho-Slovak Prime Minister (M. Tusar) a letter in which he accepts the resignation of the Cabinet, and expresses his satisfaction at the work they have accomplished.

The President has further conveyed his congratulations to M. Jean Cerny on his appointment as Prime Minister and Minister of the Interior.

The new Ministry is composed as follows:

M. Hussk, Foreign Affairs; M. Benes, Finance; M. Fatva, Commerce; M. Hotewet, Public Instruction; M. Popelka, Railways; M. Gurger, Social Welfare; M. Gruber, Agriculture; M. Brolik, Food Supplies; M. Prusa, Health.

The French press, in commenting on this new Cabinet, emphasises that it is composed of tried experts, who have not taken part in political life, but possess the necessary experience for the discharge of their functions, as well as the greatest devotion to duty.

Washington Will Discuss Mexico

(*Reuter's Service*)

Washington, September 15.—The American Charge d'Affaires at Mexico City has been summoned to Washington to confer with officials of the State Department with regard to the protection of the rights of American citizens in Mexico. It will be recalled that representations in this connection were recently made to Mexico.

Movement Is Launched To Build Korean School

At a recent meeting of the Board of Trustees, Mr. Woon Hong-lyuh was elected principal of the Korean School in Shanghai. Mr. Lyuh received his bachelor degree from Wooster University and did graduate work at Princeton.

The Shanghai public is familiar with the story of his departure from this city to Paris a year ago last spring, where he went to present Korea's cause to the Peace Conference. Though it was charged the Japanese tried to interrupt his journey, Mr. Lyuh succeeded in reaching his distination. He recently returned from America where he gave many lectures on the Korean situation and other Far East questions.

CAMPAIGN PLANNED

Mr. Lyuh is planning to start a campaign to raise $25,000 for the school building. Dr. G. F. Fitch, Dr. A. P. Parker, Dr. A. Rawlinson, Mr. Isaac Mason and Mr. P. L. Gillitt are serving on the advisory board. This following statement was approved at the joint meeting of the Board of Trustees and advisory Board which was held at the Y.M.C.A. last Friday night.

The Korean School at Shanghai began its work in a private house in the fall of 1916 with five children. The attendance grew so rapidly that before the end of two years the house was overcrowded. In the fall of 1918 the school became connected with Ming Jang Academy with the kind permission of the principal, Mr. J. M. Rogers. At the beginning of the fall term of 1919 it moved again to a private house in the French Concession. Unfortunately this house was not large enough to take in all the children who desired to enter.

NUMBERS INCREASE

At least thirty-five or forty new children will be ready to come to the school this fall, but with the present equipment can take none of them. The Korean population in Shanghai has been increasing very rapidly during the last few years. Eight hundred are already here and no one can tell how many more will come even before the end of this year. More than one half of these eight hundred Koreans are Christians, but they have no regular and proper place to hold Sunday services.

It is expected there will be more than two hundred Korean children of school age in Shanghai within the next few years. In addition to this they are facing another problem which must be

(Continued on Page 6)

stones blasted from the walls. Morgan's and the Sub-Treasury buildings felt the full blast of the explosion. A squad of troops was quickly placed on guard at the latter building, where huge stocks of bullion are deposited.

POLICE CORDON

The scene of the explosion, which was promptly cordoned off, was speedily swarming with secret service, police and bomb experts, endeavoring to trace the cause of the explosion.

The Stock Exchange was damaged so severely that the Governors closed up, but, thanks to the efforts of gangs of workmen, it is reopening today.

It is now said that 17 employes of Morgans' were among the casualties.

The disaster occurred during the luncheon-hour, when Wall Street was thronged, and it caused panic through the entire New York financial district. A tremendous hole in the middle of Wall Street marks the spot where the explosion occurred. All eye-witnesses in the immediate vicinity were killed or seriously injured, hence the mystery surrounding the disaster. Messrs. Morgans' offices were completely wrecked.

The latest estimate of injured places the number at 500.

The Man Who Came Back

There can be no two opinions on the popularity of the Frawley Company.

Last night the Lyceum Theater was as crowded as it ever has been.

The company presented a strong play, melo-drama in its tendencies, called "The Man Who Came Back." As a play it has an excellent idea, but the authors found some little difficult with the dialogue. There are many lines in it which are delightful for their cleverness and wit, but then we come across whole scenes where the players must recognise themselves that the idea is worthy of a better treatment.

A strong play needs very sincere acting to keep a house both interested and in the right mood. Last night was a Saturday night. There was a race meeting in the afternoon. The fare generally dealt out to a Saturday night audience is something that will make them laugh. But last night thrilling scenes; wierd situations; and fine playing, kept the big audience absolutely spell bound.

Three players, we might say four, had the chief work to do. Albert Morrison took the lead. He is powerful and is acting last night is as good as we wish to see anywhere. He never tripped for a moment even in the longest scenes, and to him the chief credit of another successful production is due. Miss Vera Doria made a fine "Marcelle." She has numerous difficult situations to carry and she played them surely and like the excellent actress she is. Tim Frawley was delightful as "Thomas Potter." He revels in such character parts. Miss Virden gave all her sympathy and talent to the playing of Mrs. Gaynes.

Tomorrow: Three Wise Fools."

Domino.

RICE GOES TO $17 PER PICUL HERE

The price of rice hit the unprecedented mark yesterday when first quality goods were sold at $17. Numerous protests were sent to the Rice Guild, which has fixed the maximum at $14 per picul.

That the profiteers are again playing the old trick is seen in the fact that certain rice shops refused to sell any large quantity at all, anticipating further rise in the market. Reports are current that the rice merchants not only in Shanghai but also in other places are exporting the cereal to Japan.

It is expected that the Chinese general Chamber of Commerce as well as the Rice Guild will take prompt step to check the unscrupulous profiteers.

Buffer State To Aid Famine Victims

(Continued from Page 1)

to maintain good relations with the Japanese.

That the Socialists are taking up the same attitude in Verdhne-Udinsk and the Zabaikal is proved by the dismissal of M. Chervonej and the re-appointment of M. Krasnochekoff in the Verdhne-Udinsk Government and by the election of a Zabaikal Cabinet in which the Communists did not participate.

There is no doubt that the Socialists' present attitude is influenced by Moscow, who, knowing that an Extreme Right reaction is unlikely, wish not only to avoid conflict with the Japanese out also to experiment in the Far East, as being least dangerous, with the principles of a Government elected by general suffrage.

It may be added that relations between Russians and Japanese have shown considerable improvement of late, with the result that the evacuation of the Japanese has been speeded up.

U.S. Naval Units Arrive In Port

The U.S. gun-boat Villalobos and five destroyers the Greer (flagship) 146 Yarnall, 143, Lea, 118, Tarbell, 142 and Elliot 146 arrived in Shanghai yesterday afternoon and are moored at the U.S. Naval Buoy, French Naval Buoy and P. and O. Upper Buoy respectively.

Each of the five destroyers is manned by about 106 men and officers. The vessels, under Flotilla Commander E. R. Shipp, are returning to Manila by way of coast ports from target practice at Chefoo.

The U.S.S. Albany sailed at noon yesterday for Vladivostok.

MINERS DEMAND WAGE INCREASE MUST NOT HURT USERS OF COAL

(Continued from Page 1)

during which Sir Robert saw Mr. Lloyd George.

NO INCREASE IN PRICE

The official account of the proceedings shows that the men submitted a proposal for the immediate concession of their wages demand. In the second place they urged that there should be no increase in the price of coal for home consumption on account of this concession. Thirdly, they asked for the appointment of a representative tribunal to enquire into the question of reducing the price of domestic coal, with an undertaking from the Government that it would accept the Tribunal's report. Fourthly, they sought an enquiry into the causes of the declining output.

The Executive also expressed the desire to accept the Government proposal for an enquiry with a view to the revision of the present complicated system of calculating wages.

In this last connection, Mr. Smillie admitted that the substitution of fixed rates for piece rates was one of the causes of the declining output, but he emphasised that if piece rates were again adopted the men would want security against the reduction of those rates as the output increased.

JUSTICE OF DEMAND

Sir Robert Horne, speaking in reply, cordially agreed as to the justice of the last demand. He said the other proposals put forward were a great advance towards a peaceful settlement, especially in the way the men had coupled the question of an increase in wages with suggestions regard the output, but there was no possibility of accepting the third proposal.

Further discussion revealed sharp differences of opinion on the subject of the demand for an immediate increase in wages. Sir R. Horne refused to agree to this without a prior investigation by an impartial tribunal.

Mr. Smillie declared this must be settled before the other demands were considered. It was useless, he said, to try to get the Miners' Conference to postpone the strike unless they could tell it that the wages demand had been granted. Sir R. Horne agreed that if an increased output was assured, the advance in wages could doubtless be given.

At this stage the proceedings were adjourned till tomorrow.

PHOTOGRAPHS TAKEN
anywhere, any place, any time.
Have some views of your home or office taken
Burr 2 Broadway

King Sisowath Sees Prosperous Future For Cambodians

(*Reuter's Service*)

Paris, September 17.—The Advisory Council, of Cambodia met on the 7th instant at Pnom-Penh in the presence of King Sisowath and the President-Superior of Cambodia.

At the opening of the sitting King Sisowath gave his people some sound advice, and expressed his confidence in the future of the nation.

He expressed sentiments of loyal attachment to France—their Protector—and his gratitude to the French Minister of the Colonies for all the progress that the French Government had brought about in Cambodia.

News Notes From St. Mary's Hall

School opened on Tuesday, September 7 with an enrollment of 262 girls, a number of girls being turned away for lack of accommodations.

Mr. Tsen Hong-chang, a graduate of the Government Teachers College at Nanking, has been placed in charge of the Chinese Department and intends to follow the policy of emphasising mandarin. Mrs. Li, a graduate of the Nanking Normal School is teaching a popular course in domestic science. A Wellesley graduate, Miss Margaret Norton, arrives from America next month to take charge of the Science courses. Another addition to the faculty is Miss White whose work is principally in the Preparatory Department.

Further measures for adequate fire protection have been taken along the lines already started.

Plans for the new St. Mary's are now being drawn up by the firm of Murphy and Dana and work will be started in the near future.

Band Concert

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow, commencing at 5:30 p.m.:

March, "The Liberty Bell" Sousa
Overture, "Tancredi" ... Rossini
Waltz, "The Missouri Waltz" Knight Logan
Selection, "Iolanthe" ... Sullivan
Fox Trot, "The Tickle Toe" Hirsch
Selection, "Eileen" .... Herbert
P. Brunelli,
Musician-in-Charge.

MAINE ELECTION NOT SIGNIFICANT, SAYS ROOSEVELT

Republicans Claim Strong Lead But Democrats Are Not Dismayed

(*Reuter's Service*)

Pittsfield, Mass., September 15.—Mr. Franklin Roosevelt, the Democratic candidate for the Vice-Presidency, in the course of a speech here today, declared that the results of the polling in Maine had no national significance.

He recalled that in 1916, when President Wilson was re-elected, Maine went heavily Republican in the State elections.

HARDING'S VIEW

Marion, Ohio, September 14.—Senator Harding, on learning the result of the elections in Maine, said:

"Maine has taken the lead in declaring for an America, unmortgaged to the Old World, but still ready to serve humanity as the American conscience impels."

Replying to a delegation from California, Senator Harding declared that the nation must stand behind the States on the Pacific coast to relieve them of the difficulties, arising from Oriental immigration, and see that only such aliens were admitted into the United States as could be assimilated.

RACIAL CONFLICT FEARED

The danger of racial conflict must be recognised and provision must be made to reduce it to a minimum. Such steps could be taken without raising the question of racial inferiority.

New York, September 15.—Mr. Will Hays, Chairman of the Republican Committee, says that Maine has pointed the way for the continuance of an overwhelming Republican victory.

It is evidence, he declares, of Democratic demoralisation and disorganisation, a repudiation of the administration of President Wilson, and a condemnation of the campaign conducted by Governor Cox.

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Fengtien Tuchun Blocks Railways To Move Troops

(Continued from Page 1)

ing and sending down again the 28th Division on a journey of over 500 miles is absolutely inexplicable, and allows a callous disregard for the needs of the people and complete indifference to the wishes of the Central Government.

TROOPS NOT NEEDED

"The Division is not required in the neighborhood of Peking, and its presence is most unwelcome to the people of Chihli. If the famine relief is to be handled successfully, the railways must be freed from the military incubus without delay."

The journal urges that the British authorities should protest most emphatically on behalf of the British bond-holders and says that the best reply to General Chang Tso-lin's command would be an announcement that the foreign garrisons were taking over control of the line from Peking to Shanhaikwan and prohibiting the movement of any troop trains within the Great Wall.

Painleve, Short Of Gasoline, Abandons Seaplane Flight

(*Reuter's Pacific Service*)

Hongkong, September 18.—A wireless message from Haiphong yesterday reports that the seaplane conveying M. Painleve to Haiphong was compelled to descend at Hoihow (Hainan) owing to a shortage of gasoline. As it is impossible to obtain gasoline at Hoihow, M. Painleve is continuing his journey by steamer.

THE FIREMAN'S FUND is in the front rank in fire and marine insurance.

American-Asiatic Underwriters
GENERAL AGENTS
15 Nanking Road, Shanghai
18 Taiping Road, Hankow
Our Specialized Experience is always at your command.

WHAT
was Shanghai like
10 YEARS AGO?

WHAT
will Shanghai be like
10 YEARS HENCE?

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in Shanghai is the Safest, Most Conservative Investment that can be made.

Our ideas of values are based on experience of actual buying and selling transactions.

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INSURANCE
27, Nanking Road

LOST

$2000 REWARD

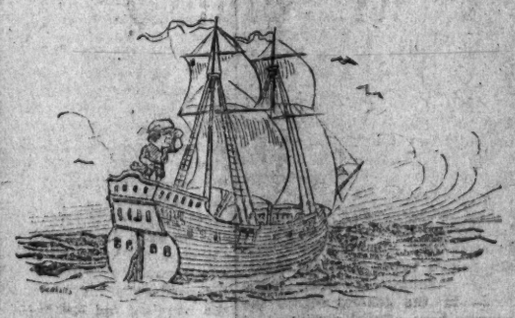
Who will give information leading to the recovery, or disclosing the whereabouts, of Linda Moors, aged 3, who was lost or stolen, or otherwise disappeared between midnight, September 16th, and 6 a.m. September 17th, 1920 at Chinkiang during the stay there of the steamship "Woosung," or during the trip from Chinkiang to Nanking

Description

Age ..... 3 years
Hair ..... Curly, dark golden
Eyes ..... Large grey blue
long eyelashes
Clothing ..... Night-gown only
Language speaks Russian only
Name ..... Linda Moors

Any information regarding the lost child to be sent to Mrs. L. Moors, c/o Russo-Asiatic Bank, or 128 Sinza Road, Shanghai.

When Your Ship Comes In



The things you are planning "when your ship comes in" can all be made real and true if you launch that ship now in the shape of a savings account here.

Too many people delay the launching and then wait for miracles to happen.

Saving, like everything else, is a habit—the best habit in the world. And it is not difficult. No matter how small your income it is possible for you to save a part of it.

Come, make the start here today.

A personal checking account represents "standing"—yours will be welcome here.

COURTESY ACCURACY SAFETY
The American-Oriental Banking Corporation
15 Nanking Road, Shanghai.
OVER 5,000 ACCOUNT

LANE, CRAWFORD & CO., LTD.

Just Arrived

Limited stock of

Feathers, Half Down

and

Real Down

also

All-Wool Blankets

Furnishing Department

LANE, CRAWFORD & CO., LTD.

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Ford
THE UNIVERSAL CAR

FORD CARS

are in an overwhelming majority everywhere. Fords are to be seen in the largest cities and on the out-posts of civilization; and their performance in all spheres of automobile activity renders all praise unnecessary. A great artisan needs no fulsome eulogy—he is content with the knowledge of a task well and truly done.

We have the latest open and closed models in stock

R A Hutchinson
Sales Manager

Hudford Garage

Dodge & Seymour (China), Ltd. (Owners)
Phone, Central 322

Ford
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Ford
THE UNIVERSAL CAR

CIVIL WAR IN IRELAND MAY RESULT FROM GUARD ORDER

Ulsterites See Salvation In Formation Of Military Protective Body

CLASH IS FEARED

Republican Army Expected To Take Up Arms To Combat Forces

(*Reuter's Service*)

London, Sept. 16.—While representatives of the Government and Loyalists are busily engaged in working out the details of the organisation of the Ulster Civil Guard, the Ulster Volunteers have been warned to be ready to mobilise and enrolment is expected to commence next week.

Although Ulster Unionists hail the creation of the new Civil Guard as the one hope of salvation, Southern Unionists declare that the "Republican" armies will accept the challenge and, as one organ puts it "the stage will be set for the tragedy of civil war."

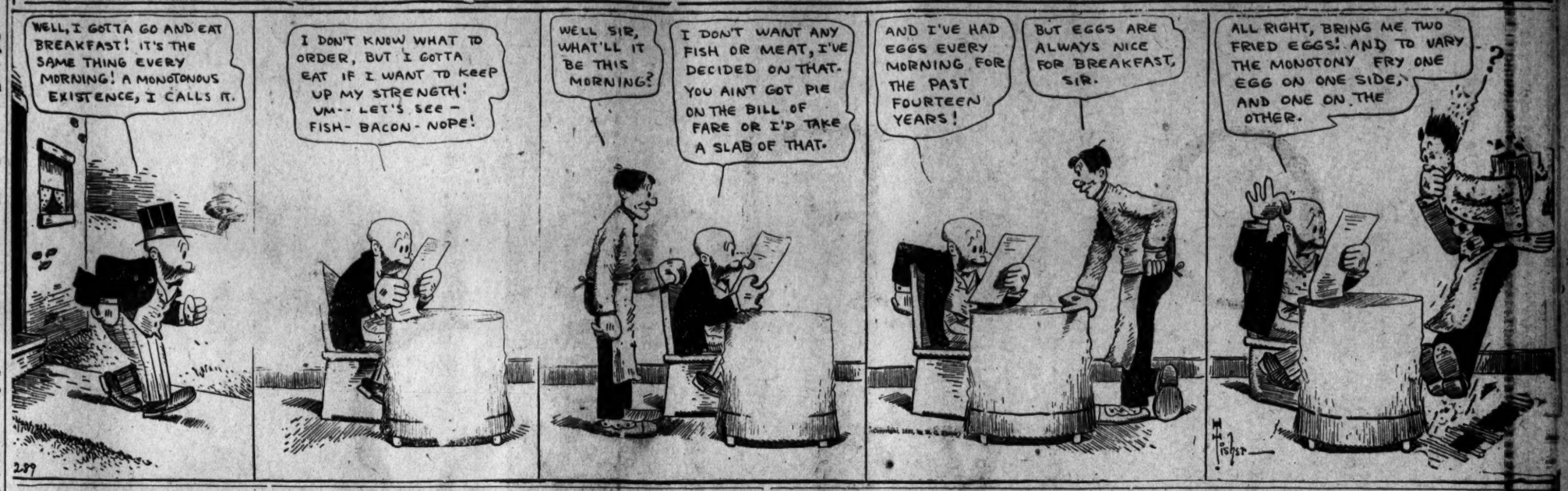
CURFEW ORDER WITHDRAWN

London, Sept. 17.—The Curfew Order which has been in operation in Belfast from Sept. 1 has been withdrawn as from Sept. 19 but it is intimated that, if reimposition becomes necessary owing to further disturbances the regulation will remain in force for a prolonged period.

Dublin's economic boycott of Belfast has now been extended to apply to the Corporation Cattle Trust and Vegetable Markets. The Markets Committee decided that though traders from Belfast might purchase goods in Dublin, under no circumstances should Belfast produce be admitted into Dublin and notes and cheques on banks with headquarters in Dublin would not be accepted.

Friends of Lord Mayor McSweeney state that he is much weaker. A Home Office specialist examined him today. It is understood that the Government's attitude is unchanged.

MUTT & JEFF — Ordering Breakfast Is A Very Trying Ordeal For The Little Fellow — By Bud Fisher


WELL, I GOTTA GO AND EAT BREAKFAST! IT'S THE SAME THING EVERY MORNING! A MONOTONOUS EXISTENCE, I CALLS IT.
I DON'T KNOW WHAT TO ORDER, BUT I GOTTA EAT IF I WANT TO KEEP UP MY STRENGTH! UM-- LET'S SEE - FISH- BACON- NOPE!
WELL SIR, WHAT'LL IT BE THIS MORNING?
I DON'T WANT ANY FISH OR MEAT, I'VE DECIDED ON THAT. YOU AIN'T GOT PIE ON THE BILL OF FARE OR I'D TAKE A SLAB OF THAT.
AND I'VE HAD EGGS EVERY MORNING FOR THE PAST FOURTEEN YEARS!
BUT EGGS ARE ALWAYS NICE FOR BREAKFAST, SIR.
ALL RIGHT, BRING ME TWO FRIED EGGS! AND TO VARY THE MONOTONY FRY ONE EGG ON ONE SIDE, AND ONE ON THE OTHER.
?
289

Prohibition Is Not Success In U.S., Say Reports

(*Reuter's Service*)

Washington, September 17.—Mr. Kramer, Commissioner of Liquor Prohibition, has declared that the existing machinery for the enforcement of Prohibition is inadequate, and the Anti-Saloon League has issued a statement to the effect that "the nation is confronted with a gigantic, vicious conspiracy to discredit and ultimately overthrow Prohibition."

German Ship Line Under U.S. Control

(*Reuter's Service*)

Berlin, September 14.—A telegram from Bremen states that by a five-years agreement between the Nord-Deutsche Lloyd and the United States Mail Steamship Company the former will represent the latter in Central Europe and place its entire organisation and its establishments at Bremen and Bremerhaven at the latter's disposal with a view to reviving freight and passenger traffic.

It is intended to start services from New York to Bremen via Baltimore, from New York to Danzig and also from Boston to Bremen. The Nord-Deutsche Lloyd is also entitled to put its own steamers on these lines.

Count Tolstoy Is Married At Newark

(*Reuter's Service*)

Newark, N. J., September 15.—Count Tolstoy, son of the late Russian philosopher, was married here today to Mrs. Porshina. Both Count Tolstoy and Mrs. Porshina are divorces.

American School Opens Tomorrow, Prospects Rosy

The ninth session of the Shanghai American School which opens tomorrow promises to be the most successful of its history. With its new head, Mr. Willard W. Bartlett, fresh from the deanship of a leading American college and a leader in athletics, the prospects are bright for giving the best that can be obtained not only in the classroom and in the line of administration but also it is assured that athletics will be brought to the front and given a position fitting to an institution of its importance. New additions to the teaching staff make it possible to give science a prominent place rounding out the high school courses and making them very attractive.

Germans Destroy Arms Of Civilians

(*Reuter's Service*)

Berlin, September 16.—The surrender and destruction of arms hitherto in possession of civilians has now begun in compliance with the undertaking given by the Government at Spa. The result is on the whole stated to be fairly satisfactory.

In some places more arms were handed in than had been anticipated, consequently the police stations ran short of money to pay the premiums on surrender, and were therefore compelled temporarily to postpone the acceptance of any more.

The surrendered weapons included machine-guns and grenade-throwers. Each weapon surrendered was smashed in the presence of its late owner.

It Pays You to Buy the Best

Don't Merely Ask for "Garters" When You Purchase—Distinctly Say

PARIS GARTERS

No metal can touch you
Made in U. S. A.

and assure yourself of the greatest value, comfort and service your money can buy.

PARIS Garters sell for more than ordinary garters, but they are worth more. They actually cost less in the end because of the longer wear and greater comfort they give you. No metal can touch your skin—the clasps cannot loosen—the elastic is fine quality and the workmanship is excellent. These good reasons have made PARIS Garters supreme throughout the world. Look for the name PARIS on the box. Imitations, at any price, cost you too much.

A. STEIN & COMPANY
Makers—CHICAGO, U. S. A.

PARIS GARTERS No metal can touch you

Distributors: Muller, Phipps & Hodges, Ltd., Shanghai, Hongkong Peking.

Control Of Factories Is Debated In Italy

(*Reuter's Service*)

Rome, September 16.—After hearing representatives of factory owners and the metal-workers, Signor Giolitti has appointed a Commission, composed of representatives of both parties, to draft a Bill dealing with the control of factories, which measure the Government will submit in the Chamber when it reassembles.

Obituary

M. BERRUE

(*Reuter's Service*)

Paris, September 17.—The Minister of the Colonies has just been informed of the death of the Inspector-General of the Colonies, M. Berrue, who was engaged in directing the labors of the Indo-China Monetary Reform Commission.

News Brevities

The strike at the San Sing Cotton Mill has been settled following the concession made by the management in allowing the mill-hands certain bonus if the daily output exceeds 15,000 lbs.

* * *

Mr. Chang Chien, the industrial magnate, has nominated Mr. Chang Yi-ling to be the Civil Governor of Kiangsu.

* * *

A Society for Punctuality was inaugurated by a number of Chinese at the Y. M. C. A. yesterday afternoon.

* * *

Mr. W. S. Chen will address the men's meeting of the Y. M. C. A. this tonight at 8 o'clock.

* * *

According to the "S.C.M. Post" some 4,600 copies of Hongkong Chinese newspapers have been seized within the last few days by the Customs Service upon instruction of the Canton Military Governor who has prohibited the entry of these dailies.

* * *

Major Emmet W. White, manager of the Insular and Foreign Division of the American Red Cross, is in Manila. While in the Orient the manager will give special attention to the possibilities for developing chapter work in foreign ports in connection with the men of American merchant vessels, particularly at Hongkong and Shanghai.

* * *

A great increase is noted in the exportation of Philippine cigars, especially to the United States, where, so internal revenue officials say, the native weed, which fell off in demand there some time ago, due to shipments of mouldy cigars being exported, is coming into favor once more.

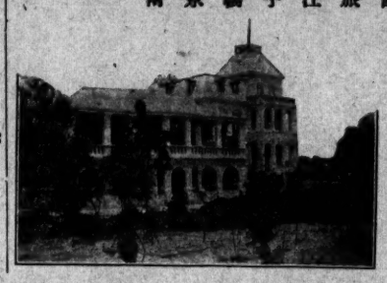
Marshal Petain At 64 Years, Marries

(*Reuter's Service*)

Paris, September 15.—Marshal Petain was married today to Mme. Harden. Marshal Petain is 64 years of age.

USED CARS
See Davis, Central Garage

Yangtsze Hotel, Nanking
南京揚子江旅館



First-class Foreign Hotel

Each room with bath attached. Ten minutes from station. Private car for use of guests.

Mrs. J. FARREL
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"Rosemary, that's for Remembrance"

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—:o:—

LAMP SHADES
TABLE CENTERS
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VANITY BAGS
CANDY BOXES
CIGAR CASES
NECKTIE HOLDERS

—:o:—

All made up from Chinese Silks and Embroideries in style and taste to satisfy anyone

Some reasons why you should use MILKMAID STERILIZED MILK:—

1. Because it is absolutely sterile, that is to say, free from pathogenic germs.
2. Because it is safer than fresh milk and yet lower in price.
3. Because it cannot turn sour while the can is unopened.
4. Because it is ready always at any time in any weather anywhere.
5. Because it is splendid drinking in hot weather.

SOLD AT ALL STORES IN TOWN

STERILISED MILKMAID MILK

American Soda Fountain

We serve an Appetizing Tiffin and a Delightful Afternoon Tea

Open Nights Until 11 p.m.

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Oak Flooring!

WHY?

OAK FLOORING costs only a trifle more than a high-class carpet. A carpet, no matter how good the quality may be, wears out in a few years—an oak floor will last a life-time and longer.

OAK FLOORING is hygienic. It does not harbour dust and germs as does a carpet. It is easily cleaned and always looks new.

A WELL POLISHED oak floor is infinitely superior in appearance to an ordinary carpet.

TO INSTAL oak flooring costs from $25 to $40 per *fong* (100 sq. ft.), according to the design selected

We supply OAK for FLOORING, WAINSCOTING, PANELLING, ETC., Kiln-dried and of Prime Quality

We give all orders personal attention. After you have placed your order with us, the flooring will be laid and all work carried out under the personal supervision of a foreign expert of the company. We *prefer* to do this for you.

Insist that all lumber for flooring and panelling for interior work bears the "Three Pines" trade mark, and the letters "KD" signifying Kiln-dried, thus ensuring its perfect quality, and suitability for the severe climatic conditions in China.

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Pan-Pacific Union Plans Dinner For 1,000 Guests

Interesting Assembly To Take Place At Great Eastern Hotel On September 28 At 8 O'clock

Plans are being formulated to hold a dinner with 1,000 guests by the newly inaugurated Pan-Pacific Union in the Banquet Hall of the Great Eastern Hotel on Tuesday evening, September 28 at 8 o'clock. The speakers will be Judge Charles S. Lobingier, Dr. C. T. Wang, who will speak of the proposed construction of roads to Hangchow and Nanking, Mr. H. Middleton, of the tourist bureau and one or two other prominent men in Shanghai.

Mr. Tong Shao-yi, president of the Union, will act as toastmaster.

Tickets, which can be secured at $1.75, may be obtained from Mr. H. C. Sung, manager of the Bank of China, 3 Hankow Road; and will be also on sale at Messrs. Moutrie and Co. and Squires and Bingham. The entertainment committee is headed by Mr. Yang Tcheng, former Commissioner of Foreign Affairs, secretary and Mr. Allen G. Loehr, former United States Vice-Consul, secretary.

The Pan-Pacific Association, though of recent organisation, already has important work a head of it. Membership is open to any person, man or woman, in sympathy with its objects. No dues or other fees are charged.

The objects of the Union are as follows:

1. To bring about closer relations between the people of China and the people of the countries bordering the Pacific.

2. To publish information concerning places of interest in China and to encourage the building of roads and devise other means to make them more accessible.

3. To establish and conduct a tourist bureau.

4. To co-operate with other organisations, especially the Pan-Pacific Union and Pan-Pacific Associations of other places, in furthering the objects of this Association.

5. To co-operate in promoting an exchange between the peoples of the Pacific of information and ideas on all questions of general interest.

6. To raise and or administer funds for the carrying out of the objects of this association.

Movement Is Launched To Build Korean School

(Continued from Page 1)

solved at once. There are nearly two hundred older Korean students now in Shanghai who came here with the purpose of either going abroad for higher education or entering institutions of higher learning in China. They are, however, very poorly prepared in languages.

PLAN OF BUILDING

They are planning to erect a building of sufficient size to accommodate from two hundred to three hundred children, and to cost approximately $25,000. This building will be three stories high. On the ground floor will be offices and reading rooms, on the second floor recitation rooms, and on the third floor a chapel school room which will be used as the Church on Sundays.

Half of this sum will be raised among the Koreans themselves and the support of the school will also come from them. For the other half they ask the help of those who love children and believe in education, civilisation and humanity. Will you help them? Contributions of any size will be gratefully accepted.

Contributions may be sent to Mr. Woon Hong Lyuh, 206 Lungmen Road, Shanghai, and also can be sent through any of the members of the advisory Board.

More Testimony Given In Ollerdessen Case

Widow Of Men Killed In Auto Accident Heard—Decision Not Yet Given

Further evidence was presented yesterday in the United States Court for China before Judge C. S. Lobingier in the case of A. F. Ollerdessen who pleaded guilty several days ago to a charge of involuntary manslaughter that grew out of an automobile accident in which a Chinese was killed.

The Court had previously announced that the case would be reopened to ascertain the earning capacity of the victim of the accident. After evidence was given Judge Lobingier again reserved judgment in the case.

Lin Ah-foo, widow of the Chinese who was killed, testified that her husband was 42 years old at the time of his death and asserted that last year he earned $19 a month and this year made from $21 to $50 a month. She admitted she had received Tls. 500 following the accident. She has five children, she said.

The Court what was the condition of your husband's health at the time of his death?

Witness—He was never sick, and worked all the time. He had been with the Telephone Company over 20 years.

Witness said she had been married to him for 10 years, and was his second wife. She had a brother who did not help her because he was only in receipt of $12 a month.

This was all the testimony taken and the court announced that notice would be given as to when Judgment would be given.

LET US HELP YOU TO BUY RIGHT

Buy these goods of real worth from England and show a big saving. If you are not perfectly satisfied with anything you buy we will return your money—and your postage costs.

Sent C.O.D. from England

Here are a few items from our Catalogue

MEN'S SUITS—Custom Tailored to your own measurements in newest London styles—Solid English Tweeds made in Bradford .. .. .. from $15.12
ALL-WOOL GREY FLANNEL yd. $2.24
LADIES' and MEN'S "Litewaite"—Guaranteed WATERPROOFS. Only weigh 30 ounces. Stylish cut and good finish $6.40
Gent's Wrist Watch—NICKEL .. $2.30
Gent's Wrist Watch—GOLD. Highest Grade $23.40
STAINLESS Dessert KNIVES ds. $10.00
SHEFFIELD $2.30
Hollow-ground SHEFFIELD RAZOR 34c.
8-Day CALENDAR WATCH .. $3.81
Gold Signet RING $3.00
Children's CASHMERE ALL-WOOL JERSEYS $1.30

Dollars calculated $4.80 to £1.

Just write on a post-card "Send me your Illustrated Overseas Catalogue" and your name and address.

Send that Postcard NOW —or you will forget it.

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THE QUALITY IS RIGHT AND SO IS THE PRICE

Three Grades of California Claret
$5.00, $6.00, and $7.00 per doz.

California Hock
$7.50 per doz.

50 cts. per doz. refunded on return of empty bottles.
Free samples sent on request.

We offer you the privilege of tasting any of our wines before buying. Their excellent quality, coupled with sensible prices, will surely please you.

We sell these wines by the bottle, case, or barrel. Retail and Wholesale.

PHONE SHAININ & Co The Home of Delicacies 100 Szechuen Road C. 1483

New wine price lists issued monthly. Get a copy and save money.

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(Hongkong, Hankow, Dairen and Tientsin)
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3rd Floor

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The Latest Novelties in Jewellery of every description.
A special line of
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made to order in all colors and in any patterns desired.
Watches and Clocks and regulating and repairing of same
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Four Years' Practice in New York.
Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.
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TRADE MARK REG. U.S. PAT. OFF.
SHOES

SEE OUR NEW AUTUMN STYLES

They are graceful, comfortable, serviceable—just the kind of shoes you've been waiting for. And sensibly priced, too. Seeing them is believing their beauty. Call in tomorrow; our salesmen will be pleased to show you our new models.

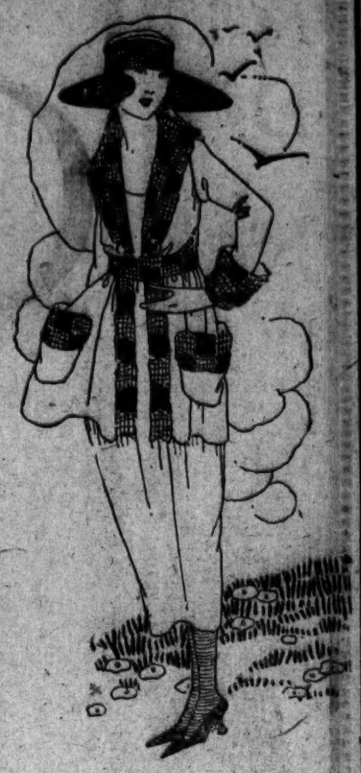
WALK-OVER SHOE STORE
24 NANKING ROAD

Try our expert mail order service

HALL & HOLTZ, LTD.
14 NANKING ROAD

During This Week,

EXHIBITION
of
MODEL DRESSES
and
EVENING CLOAKS
of
ENTRANCING DISTINCTIVENESS



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for all occasions.

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Gold, Silver and Net
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TRIMMINGS

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Too Numerous To Mention.

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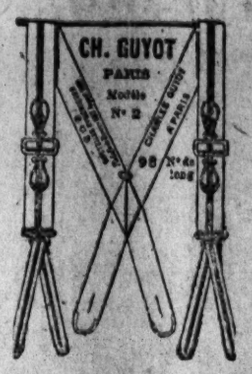
SPECIAL AUTUMN DISPLAY

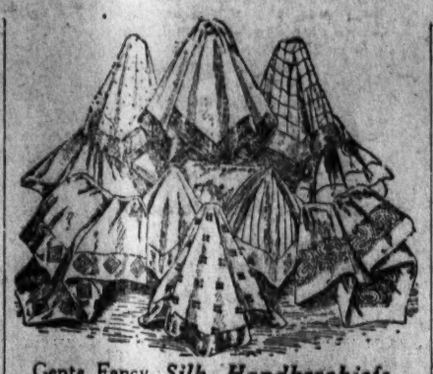
500 Cases of new goods just unpacked, including the very latest in GENT'S WEAR, LADIES' WEAR, BOOTS AND SHOES, DRESS AND FURNISHING GOODS.
SEE SHOW WINDOWS. SEE DISPLAY IN OUR NEW ARCADE WINDOWS.

Gent's Black all wool CASHMERE SOCKS with Fancy Clox.
Best English make and give satisfaction at all times.
Our Price **$2.00** pair

We have a large variety of Gents **Silk Open End Ties** with stripe or plain shades
Very neat and dressy.
Our Price **$1.75** each



The "GUYOT" Brace
for everyday wear.
We have them in assorted patterns to suit all. Very reliable.
Our Price **$1.50** pair



Gents Fancy *Silk Handkerchiefs*, in assorted sizes, with very smart floral design. Guaranteed fast colours.
See our Windows.
Our Prices **$2.50 3.00 3.25**

Gents Silk Braces fitted with the very best quality Leather Tabs. Exceedingly smart and reliable.
Our Prices $3.50 and $5.50 pair.

Gents Open End Ties in Silk or Poplin, with the newest shades, for present day wear and of very smart appearance.
Our Price **$1.75** each

Gents Mercerised Cotton Pyjama Suits in a very wide stripe patterns as now worn
They are very comfortable and will wear well
Our price $7.50 pair

Gents Dresing Gowns
In assorted shades for home or travel use. Durability and neatness combined. Our prices
$18.50, 22.50, 25.50

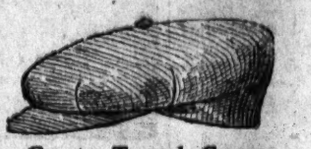
Call and Inspect our Boys Ready To Wear Dep't

Boys Black Wool Stockings all sizes From 1.50 pair

NOW ON VIEW
Gent's Gloves for all occasions for the coming season, perfect fitting and good wear guaranteed.
Our Prices **$4.50, 6.00, 7.50, 8.50** pair

Gents Leather Belts
In Tan, Grey or Black, 1" wide with the best finish of high grade quality, English make.
Our Prices $1.50 and $1.75 each

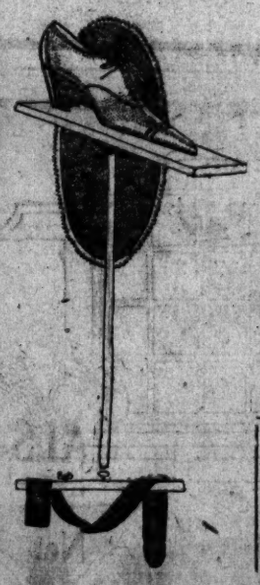
For Autum Wear
A good assortment awaits your choice of *Gents Pyjamas*. Very select and perfect fitting.
Our Prices **$7.50 9.50 12.50**



Gents Tweed Caps
Suitable for Golf or Steamer Use, in Grey and Brown mixtures.
Suitable for the present Season
Our Price **$3.75** each

The "Laidlaw" Velour,
A very smart Velour Hat in shades of Grey, Brown or Black. Correct style, as now worn, ask for E 23
Our price $15.50 each

THE GREATEST DISPLAY OF EVENING SHOES EVER SEEN IN THE EAST. A GALAXY OF STYLISH AND DISTINCTIVE CREATIONS IN FOOTWEAR



GOLD AND SILVER PUMPS **$16.50.** BLACK VELVET AND PURPLE AND GOLD, OR SILVER AND BLACK, OR GOLD AND BLACK BROCADE CHARTER HOUSE SHOES **$19.50.** SILVER AND BLACK OR GOLD AND BLACK BROCADE PUMPS **$23.75.** BRONZE GLACE KID COLONIAL, TRIMMED BEAUTIFUL BLACK AND BRONZE BEADED BUCKLE **$26.50.** SATIN PUMPS IN BLACK, WHITE, PALE BLUE AND PALE PINK **$16.50.** OXFORDS IN BLACK SATIN AND COLT PATENT. AN ENDLESS VARIETY OF PATENT AND GLACE PUMPS, COLONIALS, COURTS, AND BUCKLE SHOES **$16.50 to $25.00.** ALL AT THE LOWEST POSSIBLE PRICES CONSISTENT WITH HIGH GRADE MANUFACTURE AND DEPENDABLE SERVICE IN WEAR.

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NEW YORK'S SMARTEST

PARISIANS PRE-EMINENT

NORTHAMPTON'S NEATEST

REAL WITNEY BLANKETS
Large shipment of those world famous goods to hand comprising all qualities and sizes from the cot to the largest double bed.
THE "ARTIC" QUALITY

	per pair.
Single Bed size 60x80 ins.	$21.00
Med Bed size 70x90 ins.	$29.00
Large Bed size 80x100 ins.	$35.00

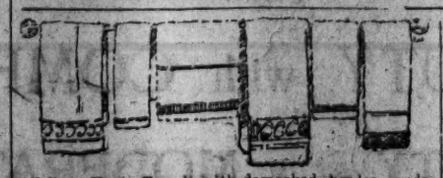
The "Nansen" quality (all wool).

	per pair.
Single Bed 64x90	$31.50
Med Bed 72x94	$39.00
Large Bed 80x100	$49.00
Ex Large Bed 90x103	$59.00

Pure Bleached Sheets
Made up from soft finished heavy twill sheeting unrivalled for wear.

Sizes		per pair
72 x 90 inches	Price	$ 8.50
76 x 90 ,,	,,	9.50
70 x 99 ,,	,,	10.50
90 x 108 ,,	,,	15.50

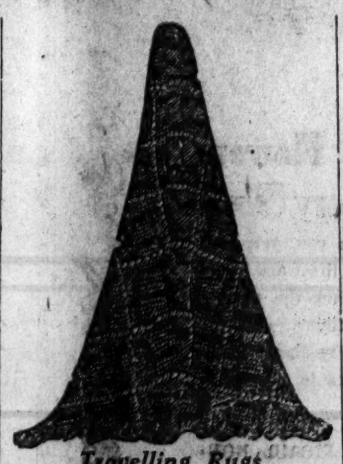
Dainty Lunch Cloth, pretty mercerised cloth in effective design of spot wreath with neat coloured border. Size about 52 x 52 inches..... Price **$3.95** each
Napkins to match size about 22 x 22"
Price per Dozen **$5.75**



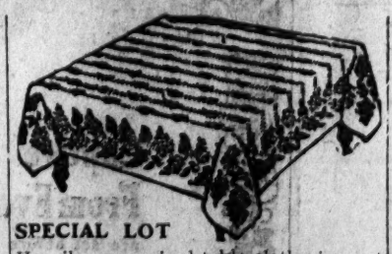
All linen Huck Towels with damasked border, ends neatly hemstitched, size about

22 x 42 inches	11.50	per ½ Dozen
23 x 42 ,,	13.50	per ½ Dozen
22 x 40 ,,	12.50	per ½ Dozen

Travelling Rugs
The School Rug
Heavy Good Wearing Rug in ground of Navy with Check of White and Green, size about 60 x 60 inch. Price **$15.00** each.



Travelling Rugs
The Hanshee Rug made from superfine Cashmere wool with a rich silky finish, shades of Fawn Sky, Helio, Prune and Green fringed ends.
Price **$97.50** each
The rug "par excellence."



SPECIAL LOT
Heavily mercerised table cloths in neat designs, best Irish manufacture
Size 63 by 63".....Price **$4.95** each
,, 63 ,, 80"..... ,, **$6.90** ,,
Tabling to match above 66 inchs wide **$2.75 per yard**

Turkish Towels
New delivery of stripe and floral effect on white grounde. Colours of Pink, Helio, Blue.
Size about 24 x 46 inches
Price $2.50 each
BATH MATS, extra size in effective floral design. New goods size about. 26 x 39 **Price $5.50** each

Huck Bedroom Towels
100 dozen only pure bleached from the softest yarns, plain trimmed and size about 20 x 40 inches 6.50 Dozen. Heavier quality size about 23 x 42 inches 13.00 per Dozen

Best Wigan Sheeting
1,000 yds. for single beds only 70 inches wide 2.50 per yard
lighter weight pure finish
62 inch $1.50 yd. 70 inch $1.75 yd.

"TURKNIT"
FACE CLOTHS AND TOWELS
size 9x12 in 15 cts.
,, 14x12 ,, 20 ,,
,, 16x16 ,, 35 ,,
,, 16x27 ,, 40 ,,
,, 20x35 ,, 50 ,,

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TERMS—CASH **NO CREDIT**

CHINA INDUSTRY IS TO STARTLE WORLD—BARSON

Chairman Of Peking Syndicate Declares British Policy Is Cramping Business

(Reuter's Service)

London, September 14.—Presiding at a meeting of the Peking Syndicate, Limited, yesterday, the Chairman of the Board of Directors, Mr. T. A. Barson, expressed the conviction that China would shortly settle down to peaceful industrial developments which might astonish the world.

Dealing with commercial aviation in China, Mr. Barson said that in his opinion there was a big field there for British manufacturers but emphasised the seriousness of foreign competition and complained that British manufacturers were cramped by the British authorities on the ground that machines wanted by the Chinese Government, were for military use while other nations rightly took a less strict view.

Dealing with the general trade position, the Chairman referring to industrial difficulties at home, declared that "unless Great Britain got a move on," foreign manufacturers, by co-operating with the Chinese or giving serious consideration to the Chinese markets, would so firmly establish themselves in China as to make business for the British more difficult than ever.

The Chinese were well-disposed towards the British and would prefer to deal with them on anything like equal terms but, British prices were so much higher and deliveries so much slower that they made business almost impossible.

Shanghai College Attendance Goes Over All Records

Outbreak Of Cholera Which Claimed Two Lives Now Under Control

Many would-be students had to be turned away from the doors of Shanghai College, which is full to overflowing with an attendance of 387 students, just double the number of three years ago. Dormitories, dining halls, and classrooms are all overcrowded. The large new middle school building is being rushed to completion in order to care for the large numbers.

The boring for the artesian well is finished and a 3-inch pipe is down 300 feet, with its bottom resting in a bed of coarse gravel, whence the new steam pump ordered from America will bring up clear cold water.

CHOLERA CONTROLLED

No new cases of cholera have developed since last Wednesday. Besides Mr. Chen Yu-ping, whose sad death has been reported, only foreigners have been attacked; namely, Dr. James B. Webster, Miss Elizabeth Kethley, and Mrs. C. H. Westbrook whose death was recorded yesterday. She arrived from America just a week ago. The others are all progressing favorably. The two Webster children and Mrs. Chambers (all from the same house) were also taken ill and removed to the isolation hospital, but they were not suffering from cholera and have recovered.

NEW COLLEGE PHYSICIAN

Henry Walker Decker, M. D. and Mrs. Decker arrived Tuesday afternoon to join the forces at Shanghai College. Dr. Decker will have charge of the medical work at the college, and also of the important hospital work at the Yangtszepoo Social Center. He is a graduate of the Medical College of Virginia, and has completed the course of internship in the Bellevue hospital of New York, and in the post-graduate medical school of New York.

Mrs. Decker is a graduate of Richmond College and of the state Normal School of Virginia, and has taught for some years in the Richmond high school. She expects to teach classes in English Literature at the college. The fathers of both Dr. and Mrs. Decker are Baptist ministers.

Deal In Pictures Will Bring Noted Stars To Far East

One of the most important deals in the history of the moving picture world has recently been concluded, Mr. Morris Greenhill, head of the firm of Greenhill and Sons, London, and branches, having assumed the controling rights for the whole world, exclusive of the United States and Canada, for all productions of United Artists Corporation.

The United Artists, universally known as the "Big Four," is a combination of the world's three greatest movie stars, Charlie Chaplin, Mary Pickford, and Douglas Fairbanks, and the famous producer, D. M. Griffith. The deal means that these pictures will be seen in the Far East.

SUPER-FILMS

Since their inauguration the "Big Four" have accomplished their purpose in releasing super films on a scale seldom before attempted. Their productions have met with enormous success in America, among them Mary Pickford in "Pollyanna" is seen at the zenith of her genius.

"Mollycoddle" featuring the inimitable Douglas Fairbanks, has proved to be the sensation of the year. Doris Keane, the famous actress, filmed for the first time, is seen in her original role in Edward Sheldon's celebrated play "Romance." This artist has played in "Romance" on the legitimate stage in both England and America continuously for the past six years and still continues to play with enormous success to large and appreciative audiences.

GRIFFITH'S MASTERPIECE

On D. W. Griffith's masterpiece "Broken Blossoms" one of New York's leading journals comment as follows: "He has far exceeded the power of the written word. It would be impossible for the greatest master of language to picture the emotions as Griffith has perpetuated them in "Broken Blossoms."

Of Charlie Chaplin little need be said. Pictures featuring this king of movie stars, together with other super productions of the "Big Four" have not yet been exhibited outside the American Continent.

The sole rights for all Far Eastern countries including Siberia, are controled by Messrs. Greenhill and Sons, Kobe.

Rumania Is Pledged France's Assistance

(Reuter's Service)

Paris, Sept. 14 (delayed).—The newspapers are unanimous in expressing satisfaction at the outcome of the conference at Aix-les-Bains. Some of them lay stress on one word "Alliance," which appears in the joint declaration of the two Premiers.

Paris, Sept. 14 (delayed.)—Le Matin states that in the course of a meeting with M. Take Jonescu, the Rumanian Minister of Foreign Affairs, M. Millerand promised to give Rumania France's help.

In the course of a meeting with Signor Giolitti, M. Jonescu stated that the so-called "Little Entente" (meaning Bohemia, Jugo-Slavia and Rumania) was solely aimed against Hungary.

NAVY 'Y' SAYS THANKS

The Navy Y. M. C. A. desires to thank all those who so generously responded to request in THE CHINA PRESS for literature to be given the 1,600 Austrian ex-prisoners now en route to Trieste via Nankai Maru. In two days over one thousand books and magazines were collected by or sent to the Navy "Y" and delivered to men designated. A quantity of writing material was also furnished at request of the welfare officer. The latter was most appreciative of the kindness rendered his proteges by the people of Shanghai.

Rubber Auction

The Singapore Rubber Auction of September 1, as reported by the Netherlands Gutta-Percha Co., was as follows: The tendency was weak. The quantity offered for the whole auction is about 926 tons. Prices paid for various grades during the morning were as follows:

Fine Pale Crepe 67-69, Palish to pale 62-66.

Fine Ribbed Smoked Sheets 62-67.

Fair to Good Ribbed Smoked Sheets 56-62.

Good to Fine Brown Crepe 61-55.

Scrap Crepe 40-46.

Bark Crepe 30-38.

CAFÉ PAULISTA
P448, Nanking Road,
'Phone C. 2930
TIFFIN 75 cts.
DINNER $1.00
also Meals a la Carte.
Cakes of all kinds made to order.
GENUINE BRAZIL COFFEE
Tins 70 cts. lb.,
Tabloids 60 cts. doz.

SHASTA
Ginger Ale
Prepared with Glacier Water from the Shasta Springs.
Flavoured with the choicest selected roots of Ginger, fruit extracts and pure cane sugar, scientifically compounded.
An Ideal Summer Drink
Net Contents: 10 liquid oz.
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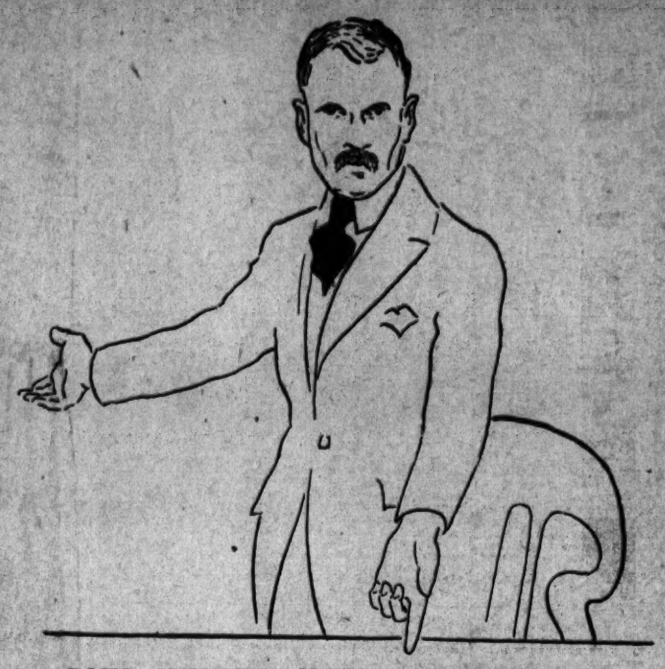
TAXI PHONE WEST 189
FORD HIRE SERVICE
$3 per hr. $1.00 per 20 min.
77 ROUTE VALLON

22
NANKING ROAD



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TYPEWRITERS in all makes
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COLUMBIA Ribbons and Carbons
RAVENSWOOD Glass Desk Pads
VENUS Copying and Office Pencils
E. FABER Pencils and Erasers
ESTERBROOK Pens in all styles
ROBERTS Numbering-Dating Machines
SENTINEL Cheque-Writers
LOOSE-LEAF Ledgers, Binders, etc.
PENCIL SHARPENERS, Climax, Chicago, etc.
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Miss Manhattan Coat Suits.
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Watch this space for date
Miss Winifred Muir, Mrs G. C. Stockton.

NEW STOCK JUST RECEIVED
TREO GIRDLE
The All-Elastic Corset
With The Feature Strip
Also a limited number of fall and
WINTER HATS
from one of the most exclusive Shops in New York.
BEAR BRAND WOOL
in the latest shades.
Children's Gingham Dresses and Little Boy's Suits at 10% discount.
GIFT SHOP DEPT.
SQUIRES BINGHAM CO.
Store of Quality

Captive Flowers From Every Clime
are set before you, prepared by men whose life-work it has been to imprison the elusive odors of creation's sweetest flowers, lest they should waste their fragrance in obscurity.
COTY, PIVER, RIGAUD, HOUBIGANT, GUERLAIN, ROGER, GALLET AND GRENOVILLE.
Our prices are moderate, but our quality—superlative.
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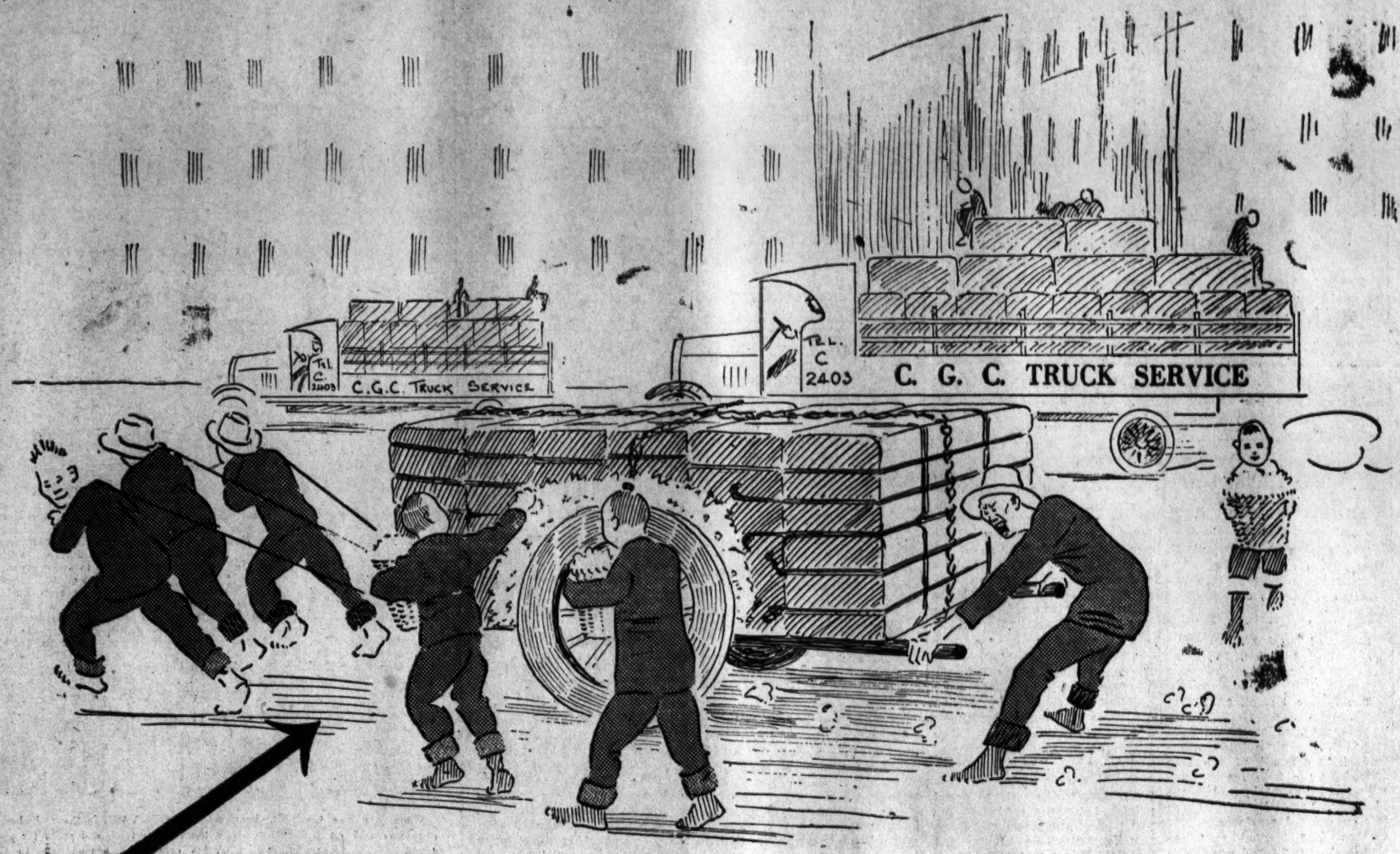


THE MORAL IS OBVIOUS!

Telephone **Central 2403** Telephone

THE CHINA GARAGE CO.

21, Foochow Road.

AMERICANS WILL MAKE TEST AIR DERBY FLIGHT

To Start From London And Move East To Tokio And To New York

To ascertain the exact conditions existing a test flight for the First Aerial Derby Around the World is contemplated. A Handley-Page Aeroplane, type W. 8, will be used, which is an improvement on the class of aeroplanes now used in the regular service between London and Paris and Paris and London and other points in Europe, this aeroplane to be piloted by two of America's well-known and most experienced aviators.

The test flight will start from London, the aeroplane moving to east. Aerodromes and landing fields are now in existence over the entire route from London to Tokio and from Seattle to New York with suitable other landing conditions at points where stops may be advisable or made necessary. Complete details of this test flight including the route, distances, etc., and the cost of transportation is in course of preparation.

The capacity of the aeroplane to be used on this test flight is ten passengers and it is proposed to divide the expense of the trip equally among the ten who may care to participate. Should the number of passengers making the trip be less than ten the expense to each passenger would increase in proportion.

While waiting for better political conditions to develop in various parts of the world now closed to aviation contests the organisation work of the Derby has been pushed and tentative rules and regulations for the First Aerial Derby Around the World, including the notes of the Commission organising the same have been translated into various languages and submitted to the Aero Club of countries affiliating with the Federation Aeronautique Internationale so that the affiliated clubs will be able to present their suggestions about the Derby at the meeting to be held at Geneva in September at which the Aero Club of America and the Aerial League of America will be represented.

The special commission for the derby appointed by the Aero Club of America and the Aerial League of America made a visit to many countries which included a circling of the globe and has completed an organisation making possible the conducting of the historical aerial enterprise.

Congressional Committee Investigating Japanese Question In California

Representative John E. Baker, Kawakami, noted Japanese pub-
of the Congressional Committee licist and writer. The photograph
which is investigating the Japan- was made at San Francisco,
ese question in California, dis- where the committee is conduc-
cussing the situation with K. K. ing its investigation.

St. John's University News Items

The total registration at St. John's for the year is 506. The distribution of the students among the various schools is as follows:

The Graduate School, 2
School of Theology, 5
School of Medicine, 20
School of Arts, 145
School of Science, 54
The Middle School, 280.

* * *

Pursuant to orders of the Commandant, Professor W. M. Porterfield, as a result of the conference of the faculty committee with the President last June, the St. John's University Cadet Corps is now ordered mustered out of service. The present organisation is at an end for the academic year 1920-1921. Reorganisation will take place next year.

* * *

The 1921 St. John's Echo Board was formally organised at a meeting held recently. The Echo is the monthly magazine published by the student body. After some discussion of the year's plan, Mr. P. T. Zung of the class of 1921 was elected editor-in-chief of the English Department. Mr. Lieu Voong-sung of the same class was elected chief editor in the Chinese Department. With Messrs. C. H. Tyau and T. I. Zung as athletic and news editors respectively and Messrs. M. K. Mo and T. T. Mo as business managers, the Echo will have a prospective year.

* * *

The Reverends K. H. Van and N. T. Ng, graduates of the Theological class of 1920, were ordained as deacons by Bishop Graves on Wednesday, September 15, at the St. John's Pro-Cathedral.

* * *

The sixth volume of the "Johannean"—the college annual published by the students—has just made its appearance. Many new features have been added thereto. Every page in it is an interesting and artistic expression of the facts about the college and the life of the students. The present number is dedicated to Dr. Y. Y. Tsu of the faculty, who is now on furlough in the States.

* * *

About two hundred books have been added and catalogued in the Low Library at St. John's in the months of August and September. The new acquisitions are all chosen volumes on various subjects—mostly on philosophy, theology, sociology, natural science, literature and history.

* * *

St. John's is offering this year for the first time courses for business training. A course in accounting is being given by Mr. Paul Chatom of the Shanghai office of the Standard Oil Company. Other new courses are the following; Business Principles, The History of Commerce and the Foreign Trade of China. A course in money and banking is offered as it was last year. It is expected that this course will be supplemented by lectures by Mr. K. K. Wong of the Bank of Communications. Mr. Wong was a popular lecturer in this subject last year.

Japanese Official Seeks Reparation

(Reuter's Pacific Service)

Tokio, September 17.—Mr. R. Saito, the Chief of the First Section of the Commercial Bureau of the Foreign Office, who was shot at and wounded some days ago in his office, is making a satisfactory recovery. An attempt is being made to stir up public sympathy with his assailant, and leading barristers are being retained for his defense.

The President of the company which employs Nighiyama has issued a sympathetic statement relating to the latter's endeavors to secure compensation for injury received from the Chinese while in Fukien.

German Railway Men Denied Tickets Home

(Reuter's Pacific Service)

Peking, September 17.—The former German employees of the Tientsin-Pukow Railway have applied for the payment of a gratuity in respect to their dismissal and of traveling allowances home.

The request was referred to the Ministry of Communications which rejected it on the ground that all agreements with German nationals were annulled by China's declaration of war.

Anhui Tuchun Is Taken From Post

(Reuter's Pacific Service)

Peking, September 17.—A mandate was issued yesterday evening dismissing General Ni Szu-chung, from his post as Tuchun of Anhui and Inspecting Commissioner of the Yangtsze Bailey. General Li Shun will take over the latter post and Chang Wei-hsung will become Tuchun of Anhui.

Another mandate confirms the Cabinet Order with regard to the $60,000,000 loan for redeeming depreciated notes, adding that after the financial reorganisation it is hoped that all officials gentry and merchants will strive to uphold the financial situation.

Actress To Push The Classic Drama

London, August 14.—Lena Ashwell is following Ben Greet's lead and is organising a classic repertoire company to play in the "municipal theaters of London's boroughs in an effort to bring to the people an art that is not yet universal." The managers of the country ask whether she intends to cut prices or pay the regular wage scale. They threaten otherwise to protest to the municipal authorities against the lending of municipal aid, thereby diverting business from houses municipally licensed.

Miss Ashwell expresses determination, however, to go on with the experiment. She points out the French generosity to municipal theaters. While it is not possible in these stringent days in England, she says the Government has done handsome things in recognising as a state institution the Academy of Dramatic Art, classing its fellowships, etc., with those of other artistic and scientific institutes.

STILL ANOTHER BREWERY!

New York, August 4.—On the N.Y.K. liner Fushimi Maru, sailing for the Orient last week were shipped 2,000 boxes of brewery machinery, being the seventh brewery plant sent from Seattle to the Orient since prohibition became effective. The Fushimi Maru carried 300 passengers and 1,500 sacks of mail besides forty pianos, 3,500 sewing machines and a large amount of miscellaneous merchandise for China, Japan and the Philippines.

That Awful Backache Banished as if by Magic

At last a remedy has been discovered that gives almost immediate relief in the painful forms of kidney trouble, and effects a certain cure in practically all cases of rheumatism, gout, sciatica, lumbago, stone, gravel, and even the terrible Bright's Disease. This remedy—De Witt's Kidney and Bladder Pills—dissolving in the stomach forms an antiseptic solution which washes out the kidneys and bladder, and restores them to their healthy normal activity in passing the impurities from the blood out of the body. These impurities, in the form of uric acid, if allowed to accumulate in the blood, cause rheumatic and dropsical pains, backache, constipation, weakness, and depression—all of which symptoms lead on in time to the more sever and deadly forms of kidney disease.

HERE ARE SOME WARNINGS YOU SHOULD NEVER NEGLECT—

Headaches, bad breath, and nasty taste in the mouth first thing in the morning—tired, nervous weakness and irritability, swollen feet and limbs—rheumatic pains and stiffness of joints—backache, irregular action of bowels or bladder—urinary weakness, irritation or scalding, burning discomfort. Any of these symptoms mean kidney and bladder trouble.

DO YOU REALISE YOUR DANGER?

These symptoms may mean incessant tortures of rheumatism—wearing out, stabbing backache (lumbago). Gout that cripples and deforms. Bladder inflammation or gravel that cause such excruciating pain, or the deadly Bright's Disease.

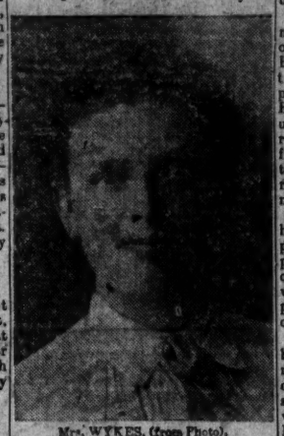
TREAT THESE WARNING SYMPTOMS NOW.

There is one remedy whose honest merit the experience of thousands of kidney sufferers has proved—a remedy that is harmless and safe for old and young alike—that hardly ever fails to cure completely and to cure permanently—

DE WITT'S KIDNEY AND BLADDER PILLS.

This is not a feeble quack remedy; it professes to do nothing that is not amply proved in 99 cases out of a 100. Many so-called "Kidney Pills" merely regulate the bowels. De Witt's go straight to the root of the trouble—the kidneys and bladder. Relief from pain is positively guaranteed within 24 hours of taking De Witt's Kidney and Bladder Pills, and a blue tinge in the urine caused by one of the antiseptic ingredients proves to you, for your own satisfaction, that the healing properties have actually passed right through the kidneys and bladder.

Mrs. Wykes, of 23, Victoria-street, Nuneaton, said in 1913:—"For over eleven years I suffered with terrible kidney trouble and most acute backache pains. At various times through this long period of suffering I have been in a very bad condition, pains striking me across the back and loins. To stoop was torture, and every action was a trouble. It was just as if a vice had got hold of me and was screwing me up. I tried many remedies, first one and then another recommending me to different things, but nothing seemed to touch my case. During the early part of 1913 I heard of De Witt's Kidney and Bladder Pills, and determined to give them a trial. I am thankful I did, because I seemed to gain relief after the very first dose. I got another 2s. 9d. box from Mr. Baker's shop in Abbey-street, and felt much better. I got brighter and more active, and in fact felt a different woman. I intended to make a good cure of my case, seeing that I was getting so much relief, and I am pleased to say that I have done so, because for the last twelve months I have been absolutely clear of my old complaint and have not had the slightest trace of any kind of backache."



Mrs. WYKES, (from Photo).

Nearly three years afterwards—April, 1916—Mrs. Wykes said:—"De Witt's Kidney and Bladder Pills did me permanent good, there is not the slightest doubt about that; I always recommend them with a strong feeling a gratitude for what they have done for me."

With this splendid testimony in mind, can you continue to suffer without giving De Witt's Kidney and Bladder Pills a trial? For rheumatism, gout, lumbago, sciatica, bladder pains and inflammation, stone, and Bright's Disease they are absolutely unrivalled. They never fail to give relief. Within 24 hours the relief from pain and a certain blue tinge in the urine show that they have passed right through the kidneys and commenced their work.

Many women, with all the strain of housework and motherhood, suffer pains and weaknesses that make depressed and irritable, and yet are content to go on suffering until the weakness has gone too far, when they pay for their neglect with the tortures of a deadly disease.

Those dark circles under the eyes, bad breath and nasty taste in the mouth, weary, stabbing, dragging-down backache pains, headaches, swollen and rheumatic limbs are the warnings of deadly kidney complaints. Do you know that Bright's Disease causes thousands of deaths every year?

Delays are dangerous. As soon as the first symptoms begin to show themselves you should treat them, with a remedy that has cured thousands of chronic cases, the remedy that thousands of people are taking to-day, the only proof cure for kidney trouble—De Witt's Kidney and Bladder Pills.

These are the words of Mrs. Briggs, of 2, Park-lane, Hayes, End, Middlesex:—"I owe my life to De Witt's Kidney and Bladder Pills; they made me a new woman."—Mrs. Briggs says that after a severe chill her kidneys became inflamed.

KIDNEY & BLADDER

De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., Laboratories, E. Croydon, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

INSURANCE & COMMERCE

are so interdependent that it is difficult to think of the one without the other. Every ship that arrives in this busy port is insured; every ton of cargo likewise is insured; the godowns, and the goods when landed are likewise insured, and continue so to the very hands of the ultimate buyer. Every store, bank, hotel, residence, or any building worthy of the name is insured against fire, together with the occupant's "Lares et Penates." There are, of course, a few exceptions, and to those few this is written. Learn wisdom in time from—

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Just A. Mugg :-: By Damon Runyon

My old lady and I are not having any too much to say to each other the last few days, what with her being sore at me, and me being sore at her, and the way this matter comes off shows just how dames are.

Of course there is never so very much that a guy can say to his old lady, anyway, except maybe hello, and what do you think of that, but the way I look at it a guy is entitled to consideration around his own joint at all times, which is more than I am getting from my old lady. But that is the way dames just naturally are.

For about a year I am making my headquarters of an evening in a joint up in Sixth avenue, which is run by a friend of mine by the name of Dugan, and where many of my friends may be found, what with Dugan selling a little hard stuff now and then to people he knows, and otherwise making things pleasant for people.

This Dugan is the last of my old friends to stay in business, what with Prohibition and one thing and another, and so it is the only place I know worth going to after certain hours, unless I go home, which of course there is no sense in doing as long as some place is open.

Well, the other night I drop around to Dugan's, and what do I find but the doors locked, and a card saying that Dugan quits business entirely, because it seems the cops are in earlier in the evening making a raid, and otherwise disturbing people. So I go to another place, but it is not open neither, and finally I go to bed without being able to find a place I can get into.

The next night I am knocking around down town again, but all of my old places are closed tighter than a Pullman window, so I go home pretty early. In fact, I go home earlier than I am home in some years, because the way I look at it, home is no place for a guy who is not crippled and is able to be up and about.

Well, the next morning I tell my old lady I will be home for dinner, and that I do not think I will go down at all in the evening, because it is some years since I spent an evening at home, and the way I look at it she is entitled to my company now and then, but my old lady gets all steamed up right away, and she says to me like this:

"Do you mean to tell me," my old lady says, "that you are going to hang around home all evening this evening?"

"Why," I say, "certainly," I say.

"Well," my old lady says, "you take another guess. I am entertaining a card party tonight, and there will be ladies and gentlemen here, and I do not want you around."

"Why," I say, "I am a first-rate card player, and," I say, "if I teach you certain matters maybe you and I can do very well for ourselves among these ladies and gentlemen."

"You cannot be here," my old lady says. "Anyway," she says, "you will not like the party, because they will all be strangers to you, being my personal friends, and," my old lady says, "you never have any use for strangers."

"But," I say, "the way I look at it, when my wife is entertaining people, it is fair enough for me to be here and help out. Furthermore," I say, "I am looking for a little entertainment myself."

"Well," my old lady says, "why do you not find your entertainment where you always find it, and not be mussing up my parties."

Well, naturally I do not tell her there is no more entertainment in the places where I used to find my entertainment, and, in fact, there are not even any places any more, because it is none of her business, but I say to my old lady like this:

"It is a fine thing," I say, "if a guy cannot go to a party given by his old lady in his own home. Why," I say, "what will the neighbors think?"

"They will not think any more than they are thinking for ten years," my old lady says. "Anyway," she says, "I cannot have you upsetting my plans, so you will have to go downtown."

So, of course, I get sore and go downtown, but there are no places open, and I spend most of the night just wandering around and, naturally, the next morning nobody has much to say around my joint, especially me.

I am very indignant about this matter yet, and for two cents I will pack up and move right out of the joint altogether, but when I get to thinking it over I cannot think of any place to go, and that is the only reason I am still there.

Golden Faced Girls New Vogue In Paris

Eyes Are Black Pencilled And Lips Painted Scarlet

Paris, August 14.—Americans coming to Paris must not be shocked if they see girls with golden faces on the boulevards and in the cafes. It is only the new fashion. Instead of applying cold cream and powder so that their faces look like wax, many of the Parisian beauties are now using gold dust in the making of their complexion. This new vogue requires a very free use of the black pencil around the eyes and a heavy coat of scarlet paint on the lips. Gold, red and black do not make a bad combination of colors when applied to certain faces that are seen on the boulevards.

Speaking of innovations, a despatch from Brussels relates that a young and good looking girl created considerable surprise by appearing on the boulevards of that city in a sweater, loosely knitted in khaki wool, which fell straight from the neck to the feet, and that no one could make out whether it looked more like a nightgown or a shroud.

Premier's Singing Wins Root's Praise

Lloyd George Delivers American Anthem With Real Gusto

London, August 14.—Persons who witnessed the unveiling of George Grey Barnard's statue of Lincoln observed Premier Lloyd George singing heartily beneath the same umbrella with Elihu Root as the band played the national anthems. When the ceremonies were over Mr. Root seized the Premier's hand, apparently in the heartiest fashion. It was generally thought he was congratulating the Premier on his speech, but a bystander informed The Sun and New York Herald correspondent that the following conversation ensued:

"Mr. Prime Minister, I congratulate you," Mr. Root said. "You sing 'The Star Spangled Banner' as I never could."

"No congratulations are necessary, my dear Senator," the Premier replied. "I'm Welsh and the Welsh can sing anything—even 'The Star Spangled Banner.'"

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What British Labor Wants

A Study At First Hand From Which Mr. Gleason Foresees Disturbing Conditions In England For The Next Twenty Years

What The Workers Want. A Study of British Labor. By Arthur Gleason. New York Harcourt, Brace & Howe. $4.

There is so much that is excellent and of timely consequence in Mr. Gleason's 500-page volume that it is difficult to feel either patient or charitable toward the author when, occasionally, he seems to lose his head. When, as he does very frequently and to the extent of perhaps the major part of his book, he allows the representative of British labor to speak for themselves or quotes from documents and when he himself writes in a serious and sober mood, endeavoring only to state exact facts, he makes a valuable presentation of the aims and methods of the leaders of the labor movement in Great Britain and of the extent to which they are carrying out their purposes. But when his enthusiasm overrides his judgment and leads him to mix in with these other things interludes of rhetorical jazz or when he makes malicious little flings, either in outright words or by inference, that are, to phrase it mildly and charitably, misleading, he forces the reader to doubt a little his ability, by himself, to see quite accurately and report quite justly anything in which his own sympathies and convictions are strongly enlisted. And it is evident in his pages that his own sympathies, enthusiasms and convictions are wholly with the Left of the British Labor movement.

Mr. Gleason has a very wide acquaintance with the men who are prominent in the labor movement in England, and this study of British economic, political and social affairs and tendencies began even before the war and has been carried on ever since with keen interest. Early in the volume he makes this lucid and concise statement of what labor in Great Britain wants and means to get.

In general, British labor has no philosophy, no general outlook, but deals in piecemeal gains by compromise and opportunism with a floundering success, like the land progress of a seal. It has, however determined on those gains (such as, for instance, to consolidate the wage gains made during the war), and those gains are ripping the old order into small bits. Labor is at the beginning of the changes which it will put through in the next ten years. Those changes seek to obtain.

1. A higher standard of living than the average wage of any industry yet affords.
2. More leisure than the working day, as set in any industry, yet allows.
3. Housing (actually in brick, not on paper).
4. A regulation of private profits.
5. The nationalisation of public utilities.
6. Joint control in management throughout industry.
7. Taxation to distribute the wealth of the community.
8. Elimination of unemployment.
9. The creation of a good life by education.

In other parts of the volume Mr. Gleason seems to go beyond this program when he asserts, as he does a number of times, that the labor movement aims at the creation of the Socialist State controlled by the workers. That, of course, is only a euphemism for the Bolshevist ideal of the "dictatorship of the proletariat." But Mr. Gleason's book was apparently written last Summer or Autumn, and since then even the extreme Left of British labor has been disillusioned about the Russian experiment, as was evident by the reports recently made by the committee sent to Russia to investigate the mysteries of Soviet Land and discover the actual conditions. His direct quotations from labor leaders seem to indicate that they ask only for joint economic control. Here is one of his statements as to the aim of those leaders:

"The change now being wrought will break into revolution if it is thwarted by the employers and the Government. But if the ruling class yield the change will be made constitutionally. The leaders of labor wish to make the transition to the Socialist State, managed by the workers, without loss of life or loss of productive power. The first step only has been taken in this change. The far greater steps remain to be taken. The younger men wish to take them in the next two years. The older men say five, ten, fifteen years."

One section containing five chapters is devoted to direct quotation from the lips of four labor leaders, namely, Frank Hodges, Secretary of the Miners' Federation; J. T. Murphy, Chairman of the Sheffield Workers' Committee and one of the leaders of the Shop Stewards' Movement; C. T. Cramp, President of the National Union of Railwaymen, and Robert Smillie of the Miners' Federation. Thus, this section voices the ideas and purposes of the Triple Alliance of British labor as well as the co-operating purposes of other phases of the movement. Robert Smillie is the founder of the Triple Alliance, that combination of miners, railway and transport workers that includes about one-sixth of the population of Great Britain and is said to be the most powerful combination of labor anywhere in the world. Mr. Gleason describes him as "the most powerful trade-union leader in Europe," and "the greatest leader of labor in this generation," and as being "of the order of Lincoln." An example of the inferentially false and misleading statement in which Mr. Gleason sometimes indulges is afforded by a footnote in which he says: "In personality, Smillie is much like Eugene Debs. But the British democracy has not yet sent him to jail." There is a certain honesty about an outright and barefaced lie that puts to shame the sly and malevolent purpose concealed underneath the surface of such a statement. The inference that the author wishes his readers to draw is evident and undobtedly many of them will do so, forgetting or ignoring the fact that Debs is in the penitentiary solely because he was doing his level best while the country was at war to shoot its soldiers in the back. If Robert Smillie had done the same thing in England he also would have landed in jail. On the contrary, he aided his country in every way that was possible and his two sons fought in the army at the front. Since Mr. Smillie is so prominent a leader of labor and carries so much responsibility in the labor movement it is worth while to quote the condensation of his plans and purpoes which Mr. Gleason gives, saying that it has received his approval as a statement of his position:

"The workers wish a Socialist society which will not be bureaucratic nor State Socialistic. So, with every demand for nationalisation, they include a demand for workers' control, which means decentralisation of power. They expect to effect this change in society (of public ownership of the key industries and of land, with management by the workers) by a series of gains in Parliament, till finally they have a majority of seats, which will give them a labor Government. Then legislation will be passed which will establish the Socialist society. The method of this change is not by bloody revolution, but by education and propaganda and votes. The philosophical statement of the goal is neither State Socialism nor Syndicalism, but Guild Socialism. Details of change have already been made, and will continue to be made each month. But to bring to pass the real transfer of economic power to the workers will require five, ten, fifteen years."

Afterward, in half a dozen pages of direct quotation from some of Mr. Smillie's utterances, the author puts the following sentences into italics:

"There never can be industrial peace until the land is nationalised, until the railways, mines and key industries are nationalised; and until the workers have the control of the conditions of their working life, along the lines of the Miners' bill and the railway-men's demand. Whitley councils are not what we mean, nor the National Industrial Conference, nor grievance committees. We mean control of all the processes, of discipline and management, commercial, financial—a joint control, half by all the workers, half by the State. * * * High productivity cannot be got without giving the workers a share in the control. The problem is to reconcile the working classes with the State. It is a race between Socialism and revolution. Socialism is the only program of reconstruction that is offered."

Mr. Gleason, from his study of the situation in England and his acquaintance with labor leaders, is quite sure that "the official and upper class tendency is to underestimate the volume of the currents now running" and that "the situation is more disturbing than Government officials realise." He sees "primary poverty," for the whole British Nation for the next twenty years and thinks that noing can be devised that will make possible escape from "the iron law of diminished wealth and lessened productivity." Those who control the policies of the Government do not yet realise, he believes that only two things will save the situation and that these must come about within the next three or four years, namely, "A capital levy and hard work and greater production from all the community." But he is entirely convinced that labor will not carry out its share of these fundamental necessities until "the system of private profits is altered, workers' share in control is granted and the full facts of industry are revealed by a share in the management." By consequence, he is convinced that these three things will come about within a very few years.

There are chapters that give graphic pictures—Mr. Gleason is a vivid and interesting reporter—of all the sessions of the Coal Commission and of the National Industrial Conference last year. Various chapters study the situation from different angles, analysing the factors at work in the ranks of labor and in the other classes of English society. Nearly half the volume is filled with official documents of many kinds and with quotations from a great variety of people who speak with authority upon one or another phase of the matter. By far the most important and valuable section of the work, however, is that which voices directly the desires and purposes of labor through its four leaders, Frank Hodges, J. T. Murphy, C. T. Cramp and Robert Smillie. The work suffers not a little from the author's diffuse style and his too enthusiastic manner, which sometimes allures him from his purpose of stating what is into the more roseate adventure of prophesying what will be.

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"Why I Deserted Kaiser's Son And Gave Up My Baby To Elope With Chauffeur"

Princess's Own Story Told For First Time

Servitor's Challenge To Duel When Prince August Wilhelm Struck Her Awakened Love

LOVERS PUT IN DUNGEONS

Her Defender Freed At Armistice, They Fled—Now She's Cook In Forest Home.

(In this exclusive interview, Princess Alexandra Wilhelm, wife of the fourth son of the Kaiser, tells how she found true happiness in elopement and marriage with her chauffeur)

BY A PARIS JOURNALIST

Munich, August 6.—Princess Alexandra Victoria of Schleswig-Holstein, divorced wife of Prince August Wilhelm, the Kaiser's fourth son, was always noted for her daring. More than once she incurred the displeasure of the Emperor by her disregard for the etiquette of the court and her preference for the society of humble people.

Her latest escapade is one that will anger still further her Hohenzollern relatives. For as a sequel to the recent divorce granted to her husband in the German courts she has married Fritz Meyer, her former chauffeur, who was mentioned as co-respondent in the divorce proceedings.

The Princess is a fine, healthy looking woman of the robust type of Germania. In pageants she frequently posed as that character, her reddish gold hair aiding her acting of the part.

When I found her hidden away in a remote Bavarian village in the forest she was living with her husband under the plain name of Frau Meyer. For love of him she left her babe and lost her royal status. When I asked for her by her title, she protested:

"That is all in the past. I do not want it recalled, because I cannot think of it without recalling the unhappy married life I spent in the old days. It has been said that I have disgraced my family and come down in the world by marrying a man who has no title.

First Marriage A Mockery

"To that my answer is simple, for I say better be the loved wife of an honest peasant than the unloved wife of a prince. Only those who know the life of sham and hypocrisy that one must live in a court nowadays can realise what I endured."

The Princess stamped her foot and flung back her head with flashing eyes as though the recollection had aroused all the fighting instincts for which she is noted.

"There is no need to hide the truth about my first marriage. It was a mockery. It was made in the Palace. My feelings were never consulted.

"I was told that family reasons made it imperative that I should make a good match from a worldly point of view and to the average German what better match could there be than one with a Hohenzollern. I do not deny that I myself thought it was an ideal match for me, but I was young and did not know what a hell a loveless marriage could be.

"The Prince bore me no love, and he did not scruple to show me that he positively hated me at times.

"Even on our honeymoon trip he insisted on bringing to my notice one of the theatrical women with whom he was carrying on a liaison, and at the sacred moment when our first babe was born he preferred his woman friend, though he was told that there was danger that his wife and babe might die.

"That experience, more than any other brought home to me the horror of my worldly marriage.

Locked In Castle Dungeon

"I remember going to complain to the Kaiserin about my unhappiness. She has the Prussian attitude toward affairs, as she told me it was a woman's duty to submit to this humiliating position. I told her I would never submit, duty or no duty.

"Because of my repeated complaints to his parents of his brutality, my husband finally shut me up in one of the dungeons of the Hohenzollerns. At first they tried to get a doctor to certify that I was mad, but they could not do it.

"I did not say anything of this in the courts because I felt that I should only be making my position worse by keeping myself tied to this royal libertine. So I decided to let judgment go against me.

"What did I care what the world said so long as I was free to seek my own happiness with the man I had learned to love? I do not care who knows it now, but it is true I have loved my present husband for some years. More than once I challenged my former husband to divorce me so that I could be happy with the man I loved.

Challenged Prince To Duel

"He would not at first, and it was only when he found that I was on the point of taking proceedings against him that he moved to get his suit in first."

Meyer does not look the figure to inspire romance even in a Princess unhappily wedded to a Hohenzollern. He is short and his face at certain angles is sinister, almost repelling. He is short-sighted, and somewhat uncouth of speech, but he is greatly devoted to his royal wife.

He speaks of the family life of Prince August Wilhelm and his late spouse with less reserve than the lady herself, and did not hesitate to give details when I questioned him about the allegation that he had found it necessary more than once to protect the Princess from the brutality of the Prince.

He even confided to me with pride that he had dared to challenge the Prince to a duel, but for that he was put into prison, and only released after the armistice. Meyer said:

"The first occasion was one night when we were coming back from a ball at Potsdam. The Prince had neglected his wife to pay attention to a well known actress, who was attending in fancy costume, and on the way home they started to talk about the matter, I suppose. Suddenly his wife, but I could not let her be handled in that rough way. So I stepped between them. The Prince struck me in the face with his clenched fist.

"The Princess burst into tears, and reproached her husband for striking me. He ordered her back into the car, and shouted to me to get back into my seat. We obeyed, and the Prince walked away on foot, shouting that we could go to the devil if we liked in each other's company.

"Twice after that I was called on to protect my future wife, and it was when the position seemed unbearable that I addressed a challenge to the Prince. He sent for me, and told me that it was insolence on my part to expect him to cross swords with me.

Took Insult To Be Near Her

"I felt like striking him in the face as he stood there laughing at me, but it occurred to me that if I did so I would be dismissed from my place and my beloved Princess would lose my protection. I therefore decided to put up with his insults.

"However, during the war, when I was serving in the army, I heard such stories of the illusage to which the Princess was being subjected that I sent a brother officer with a challenge to the Prince. I was arrested by the military and sentenced to life imprisonment in a fortress for insubordination and disrespect to the Kaiser's son. I was released only after the armistice.

"I am now very happy with my wife. She is a woman of a thousand. My one thought is to make her happy, to give her the affection and care she did not receive from the Prince.

"She is an ideal housewife. She cooks well, does much of the cleaning, and is not above dara-

(Continued on Page 14)

HERE are the Princess Alexandra Victoria and the royal babe she gave up, despite her mother love, to elope with her chauffeur, Fritz Meyer, who had won her affection when her husband, Prince August William, fourth son of the Kaiser, treated her with brutality. The child, Prince Alexander Ferdinand, has been placed in custody of the former Crown Princess Cecilie.

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"Why I Deserted Kaiser's Son And Gave Up My Baby To Elope With Chauffeur"

(Continued from Page 13)

ing my socks or mending my clothes when they need it. No man could ask for a more thrifty and careful housewife."

While this eulogy of her housewifely qualities was being uttered, the Princess was even then busy among the pots and pans in the kitchen and she looked up to smile an acknowledgment of her chauffeur-lord's tribute and to say:

"I want the world to know that I did not understand what real happiness was until I experienced with Fritz here the joy of being housewife in one's own cottage, and living as simply as possible.

"I am never, unhappy now. I find so much to do about the house, and I am so happy in doing it that I have no time for the depression of the old days.

"When my work is done I stroll through the forest with my husband, and we are very happy together—happier than I ever expected to be in this world.

"From the first I am sure there was a deep and subtle sympathy between Fritz and myself. I felt that he knew something of the agony I was enduring through my marriage, and though I never said a word to him I thought that I caught him more than once looking at me with eyes that told of understanding and heartfelt sympathy.

Princess Awakens To Love

Gradually I became conscious that the peasant was a man and the Prince a cowardly sham.

From that moment I was drawn more and more to Fritz. Finally, I could no longer conceal from myself the real love of my girlish dreams.

"It was clear to me that this servant had more than the ordinary understanding and when I became fully convinced that I was beloved by him I could hardly contain my rapture.

"'My dead heart is alive at last,' I said. I felt that all was explained. By and by I took a delight in the days of my unhappiness in coming into contact with Fritz so that I might experience his sympathy.

"Sometimes I wished that he would speak words of love to me. More than once I thought to give him a hint, but somehow I never could. Had Fritz not forced matters by speaking out at last, I suppose I should have gone on being unhappy still."

Of the circumstances that prompted this chauffeur to declare his love his royal mistress would say nothing, but Fritz was less reticent. He said:

"At first I did not dare to hope that the Princess returned my love. Before I entered her service I had been engaged to a young girl of my own station, but soon found that my happiness was not there, and I decided to break with the girl who was to have been my wife.

"I said nothing to the Princess of the reason, though she asked me many times why I had given up my sweetheart. One day I answered that it was because I did not want to quit her service, and the Princess laughed at this reply, for it was indeed stupid, but it showed how upset my mind was by what I was going through.

Tried To Ambush Prince

"For a time I was tortured by the thought that I could not speak to the Princess of my love for her, and when my torture was greatest she was most unhappy, for some instinct seemed to stir the Prince on to increased brutality toward her at that time.

"Once I had a desperate idea of killing the Prince. I lay in wait for him with a loaded revolver for more than one hour one night. Instead of the Prince the Princess came, and we walked back together through the woods.

"I was in heaven that night, for I began to feel that the Princess might not be indifferent to me. Once as we stopped under a tree during a rain shower, with the moonlight lighting her face and its suffering, words came rushing to my lips, and in my excitement one term of endearment escaped me.

"The Princess looked at me sharply, and I thought she was offended. I could have cursed myself for my folly and presumption, but I looked into her eyes and saw something that spoke to me of hope.

"It was then that I felt more sorry than ever that I had not killed the Prince. But now I see that all that was wicked, and that Fate and the gods meant us to reach happiness by a less brutal road. It is true that it meant more suffering for both of us, but as the days passed after that beautiful evening under the tree in the moonlight I became more certain that my love was not hopeless, and then one day I dared to test it, and to my great joy the Princess did not forbid me to speak.

"We were happy, but there was the cloud on our lives through her marriage to the Prince, and we decided to institute proceedings, but before these could be taken the Prince filed his petition, and after talking it over with the lawyers we decided that the best way would be to let him have his divorce.

"The cloud has been lifted from our lives. We are free to be happy in our own way, and we are very happy indeed."

Versailles Mayor May Lose His Job

Paris, August 14.—The Mayor of Versailles is in danger of losing his job as a result of his failing to keep in touch with European politics. At a centenary celebration there recently, when foreigners placed wreaths on and pronounced discourses at the statue of General Lazare Hoche, who suppressed the Vendean revolt in 1775-1796, was an envoy of the "Irish Republic." The Mayor replied enthusiastically to the Sinn Feiner's praise lauding the "new republic" which the war had developed.

The British Foreign Office protested to the Quai d'Orsay and the Mayor of Versailles has been asked to explain how it happened that he did not know that Ireland was still a part of the friendly British Empire.

PROHIBITION IS A JOKE, SAYS JUDGE

'Deprives Worker Of Beer And Floods Country With Rat Poison'

New York, August 12.—"Prohibition is a joke," said Magistrate Harry Dale in the Gates Avenue Court, Brooklyn, yesterday, in connection with the trial of one case of disorderly conduct and another of burglary. If he meant that liquor is being freely sold all over the city, and of better quality than offered some months ago, he had made no assertion that is new to the prohibition enforcement agents. James Shevlin, Federal Supervising Prohibition Agent for New York State, admitted yesterday that liquor is being widely sold in New York, but said he was doing everything that could be done with his limited force. Seizures and arrests are being made every day, he said, but the territory is large and there are only 200 agents.

Magistrate Dale dismissed a charge of burglary against John Moylan, 27 years old, a B. R. T. motorman and ex-service man living at 509 Central Avenue. It was charged that early Sunday morning he broke down the door to the saloon of Louis Bevilicqua, at 1346 Gates Avenue. Moylan, it was shown by his attorney, had twenty-five drinks of gin in the place during the afternoon and evening. Five witnesses testified that they also had bought gin and whisky in the place.

CALLS PROHIBITION A JOKE

When Bevilicqua denied that liquor was sold in his place the Magistrate said:

"You have not told the truth. You have lied to the court. Not only should the Federal authorities look into this matter, but the District Attorney should also be notified so that he may prosecute you for perjury. You are running one of the great many places in violation of the law which are ruining the young men of this city. Why, prohibition is a joke. It has brought about pretty much a condition as I predicted when I was in Congress. It has deprived the poor workingman of his beer and it has flooded the country with a rat poison."

Moylan was told by Magistrate Dale to go to District Attorney Lewis's office and tell his story.

Attired as golfers, two prohibition agents assert that on Tuesday they discovered a "nineteenth hole" on the public golf course at Van Cortland Park in violation of the Volstead act. Edward L. Edelweiss, a waiter in the Van Cortlandt Inn, was brought before Commissioner Hitchcock yesterday by Agents Peter F. Thomas and John Culbane. The waiter was held in $500 bail. The agents made an attempt at playing golf Tuesday afternoon and at the finish "followed the crowd." They say they were served with drinks.

Thomas Farrell leases the Van Cortlandt Inn from the city. The agents exonerated him, saying that in their opinion Farrell was not aware of the operations of the waiter in the whisky line.

Alfred R. Ketchum, employed as watchman at the Federal Building in Brooklyn, was arrested yesterday on a charge of stealing about twelve cases of liquor from a room of Prohibition Agent William D. Allen, in the Federal Building. The liquor had been seized in raids and was to be used as evidence. Its loss will seriously affect the cases, it was said. Ketchum is 29 years old and lives at 321 A Sumpter Street, Brooklyn, where he supports his wife and three children on $32 a month. He is a son-in-law of Chief Deputy United States Marshal William Parry, of Marshal Power's office in Brooklyn.

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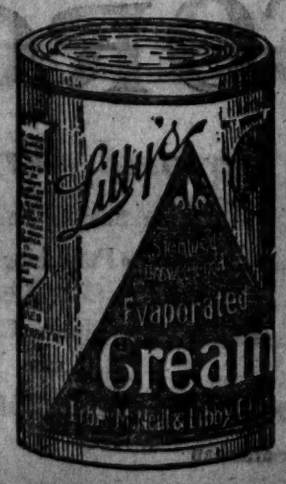

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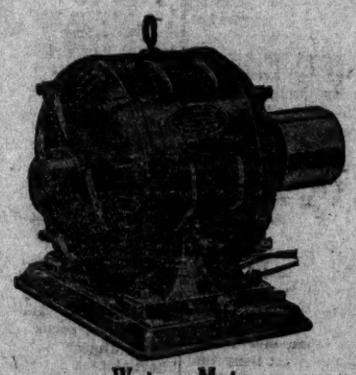

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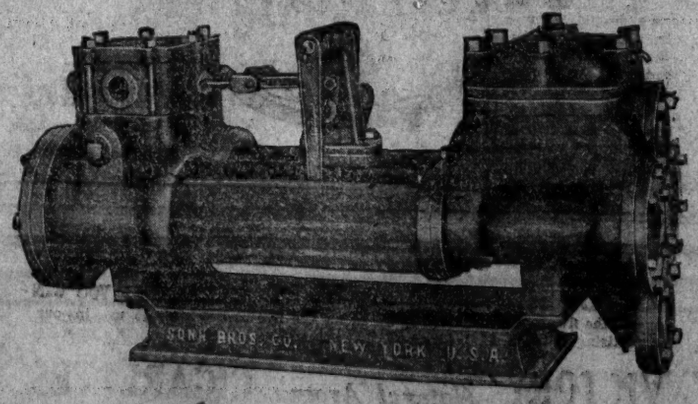

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LONE AVIATOR TO MAKE FLIGHT OF 2,439 MILES

Lieut. Austin Given Permission To Fly From Canal Zone To Washington

The Chief of the United States Air Service announces that authority has been granted by the War Department to attempt a flight from France Field, Canal Zone, Panama to the United States via Jamaica, during the latter part of September of this year. Lieut. Charles B. Austin, A.S.A. one of the noted American pilots has been selected to make this flight. He will fly a D. H. 4 B. airplane and will make the trip alone. This flight has been contemplated for over a year and a careful study has been made of the conditions attending such a flight and it is confidently felt by all that Lieut. Austin will be able to carry it out successfully.

Plans have been drawn up for remodeling the plane which will be used by Lieut. Austin so as to install special gasoline and oil tanks for this trip. The plane when remodeled will have a capacity of two hundred gallons of gasoline which is considered sufficient to reach Jamaica which is the first leg of the journey. The distance between France Field, Panama to Jamaica is 650 miles and it will be necessary for Lieut. Austin to fly directly over the Caribbean Sea with no possible landing place except the water, from the time he takes off until he reaches Jamaica. From there he will fly over the Islands and then over a hundred mile stretch of ocean again to Cuba, landing at Havana. From there he will fly to Florida and thence up the coast to Washington, D. C. his final destination.

The distance between stops is as follows:

	miles
France Field to Jamaica ..	650
Jamaica to Havana, Cuba .	450
Havana, Cuba to Carlstrom Field, Arcadia, Fla	250
Carlstrom Field to Souther Field, Americus, Ga	380
Souther Field to Fayetteville, North Carolina ...	350
Fayetteville to Langley Field, Hampton, Va	200
Langley Field to Washington, D. C.	159
Total	2,439

It is hoped to have all plane and test flights completed in time to start the flight not later than September. If it is found impossible because of ungovernable conditions to start by this time it will be necessary to wait until after the hurricane season is over which will be about the latter part of November. However, if the weather in November is unfavorable the flight will not be made until the next rainy season as it is impracticable to attempt a flight of this character in the dry season because of adverse winds.

Led Train Robber Band, Police Allege

Mrs. Anna Lilliard, twenty-four years old, was arrested by Bergen County, N. J., detectives, who allege that she was the leader of a band of freight car thieves who operated in the Erie Railroad yards. Two women and three men were also arrested by the detectives. According to the police, thousands of dollars' worth of freight has disappeared from the Erie yards recently. The arrests were made at Passaic Junction, N. J.

Brazil Making Plans For King Albert's Visit

Republic Determined To Beat U.S. In Entertaining Belgian King And Queen

Rio de Janeiro, (by mail).—To anyone, who was in America last fall when the nation welcomed King Albert and Queen Elizabeth of the Belgians, the preparations being made by Brazil to outdo her sister republic in a reception to these same royalties next fall might be breath-taking. While no iron-clad program has yet been arranged, about the only question still to be answered is whether or not the royal couple can stand the strain.

The Belgian rulers are not expected to arrive here until September but already scarcely a day goes by without some new preparation for their visit being announced under glaring headlines in the press.

The Latin love of pomp and display is figuring largely in the plans. The army and navy is being worked overtime in an effort to whip them into shape to pass the review of the soldier-king, and officers and men alike, ordinarily snappy enough for any army, are fairly on their toes two months in advance of the advent of the monarchs.

A comparison between the proposed Brazilian reception of the King and Queen and that accorded them in the United States is nothing if not startling. It is like comparing a prayer to a grand hurrah.

Few persons in America, who formed the hundreds of thousands who saw King Albert and Queen Elizabeth last fall, will ever forget the admiring crowds that gazed in all but silence at the Belgian royalties as they drove unostentatiously about from place to place. Here and there was a cheer, but for the most part the crowds were typically undemonstrative.

But next fall.

Brazil knows how to make carnival and Rio has seen many gay nights and days. But it is doubtful if any festivity gone before will ever again be able to bat in the same league with this reception for the Belgian rulers. Not if the committee on arrangements, headed by the minister of foreign affairs, can help it.

Following the arrival of them Majesties, they will be immediately driven to the Cattete Palace to meet the president. Then the program will be started in earnest. It will consist of a series of events, which bids fair to consume every minute of the time the King and Queen spend in Brazil. There will be a military parade for a start off; then will follow a ball at the foreign office at Itamarty Palace, after which the royal party will attend a "solemn session" of the Academy of Associated Sciences in the National Library.

A partial list from there on includes a visit to the Academy of Fine Arts, a garden party at Cattete Palace, a Venetian fete, a sports fete including an athletic parade and two football games between the four leading teams in the Metropolitan League, a grand concert at the Municipal Opera House, and so on. These events will be interspersed with innumerable visits to the interior and to the mountains surrounding Rio de Janeiro and the bay.

In between the festivities, if there is any in between. Brazil is expected to be in a very receptive mood for suggestions regarding financial aid for Belgium. There have been a number of "feelers" from Brussels regarding an international loan and this has not dampened the ardor of the government or of the public for the reception of the King and Queen. The feeling grows that Brazil is not at all averse to a few "entangling alliances" in Europe so long as they are merely financial. And the visit of a King and Queen is worth any amount.

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Ban On Duelling Stirs Up French

Paris, Aug. 14.—As would be naturally expected of a people as temperamental as the French, the furor aroused by the projected law backed by Canon Lemire and Gen. de Castelnau, which would make duelling a crime, punishing the duellists, the seconds and the men who serve the spare cup of coffee, has stirred newspapers to publishing the details of sensational affairs of honor.

Canon Lemire and Gen. de Castelnau have obtained the support of a large number of Senators and Deputies and believe the law will be passed early in October, when Parliament reconvenes, but if the press campaign is indicative of public opinion they have a hard task ahead. The backers' view is that duels, like war, do not prove anything, and if the war is illegal so is a battle between two individuals.

To this George Ponsot pertinently suggests that the "daily fight for bread is equally unsatisfactory, so why continue it?" He suggests a law against daybreak meetings would rault in an increase of insolence against which the only means would be to take the case before a judge where he would not have satisfaction. "Besides there are certain affairs so intimate to personal honor which cannot be taken before a tribunal, but which can be quickly regulated in a clearing just before dawn," says Ponsot.

ASK YOURSELF THIS QUESTION

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If the blood is rich and red it feeds the brain, nerves and muscles, keeping them fresh, flexible and vigorous. If the blood is poor, watery, and filled with poisonous acids, the whole system speedily falls into an unhealthy condition, the face becomes thin and haggard, symptoms of age become apparent when you still should be feeling young.

"What is the secret of good blood?" you ask. "How am I to restore health to my blood, and thus to my body, when I am feeling ailing and weary and old before my time?" Tens of thousands of people, not in this country only but throughout the world, will tell you that they have found this secret in Dr. Williams' pink pills, the renowned blood and nerve tonic.

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If you are ill or ailing, or not so well as you would like to be, begin your own cure today. Delay where health is concerned is dangerous.

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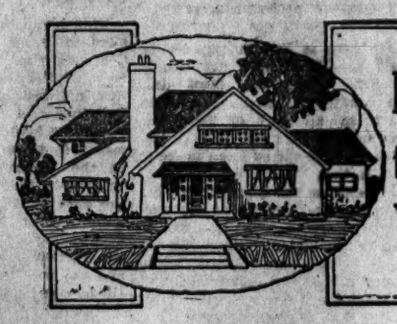

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WEATHER

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Today's Church Services

Holy Trinity Cathedral.—Sixteenth Sunday after Trinity. 8 a.m., Holy Communion. 10 a.m., Mattins (said); Psalm 89; Lessons; Jer. v. 1-19, Titus ii-iii, 7. 10:30 a.m., Choral Eucharist; Hymns 242, 203, 553, 172; Preacher, The Dean. 6 p.m., Evensong and Sermon; Psalm 91; Lessons Jer. v. 20 to end, S. John viii, 12-30; Hymns 236, 588, 220, 19; Preacher, Rev. W. Robbins, M.A.

St. Andrew's Church, Broadway. 8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Psalm 86; Lessons, Jer. v. 1-19, S. Luke xi, 1-28; Hymns 4, 242, 220, 236; Preacher, Rev. W. Robbins, M.A.

Shanghai Free Christian Church. (Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Rev. C. H. Coates; Evening 6 p.m. by Rev. D. MacGillvray M.A., D.D.

St. Joseph's Church.—Masses at 6, 7, 8:15 and 10 a.m. At 10 a.m. High mass, Sermon in English. At 4 p.m. Benediction of the Blessed Sacrement. Masses on week-days 6, 7, a.m.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Matter." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nanking Road.

Union Church.—11 a.m., Preacher, Rev. R. T. Bryan, D.D.; Chant 87; Hymns 515, 126 part 2, 201, 410. 6 p.m., Preacher, Rev. G. H. Bondfield, D.D.; Chant 80; Hymns 523, 59, 127, 691.

American Song Service.—The Rev. A. E. Claxton will be the speaker today at the Masonic Hall, 30 The Bund, at five o'clock. There will be a solo by Mr. A. F. Blanchard and a selection by the Song Service quartet.

Bryan Favors Cox, Comparing Leaders

IN an editorial in The Commoner, signed by William J. Bryan, made public August 13, Mr. Bryan compares the acceptance speeches of the candidates for President and generally concludes in favor of Governor Cox. He finds both Cox and Harding bidding for the support of the wets on the liquor question, and to avoid the country falling into the hands of the wets he is beginning a campaign to pledge candidates for Congress on the liquor question.

In his comparison Mr. Bryan says:

"The Presidential campaign of 1920 is formally opened. The acceptance speeches are before the country. The candidates have interpreted the platforms upon which they are running, each endeavoring to support his party's declaration as strongly as possible.

"Of the two speeches Senator Harding's is more sonorous, while Governor Cox's address more direct and emphatic. Both favor woman suffrage and express the hope that one more State necessary for ratification will soon be secured. Senator Harding spends a little more time on the subject, but Governor Cox puts his views a little more forcibly.

"On the subject of universal military training both are silent, although either one might have made more votes with a single sentence on this subject than he could have made with the same number of words on any other subject.

THINKS COX WILL PLEASE

"On the labor question both speak strongly for the wage earner, but the tone of Governor Cox's utterances on this subject will probably please the wage earners more than the tone of the Senator's remarks; but neither of them spoke with sufficient definiteness in behalf of the general public. Both hope strikes may be avoided.

"On the subject of profiteering there is little difference between the positions taken by the two candidates, just as there is little difference in the positions taken in two platforms. Governor Cox is a little more emphatic than Senator Harding in his denunciation of profiteering—just as the Democratic platform is a little more emphatic than the Republican platform—but neither presents a remedy. The public is expected to exercise faith, each partisan relying upon his own party to do the things necessary, although both parties have lacked either the intelligence to devise a sufficient remedy or the courage to announce it.

"On the railroad question there is a difference as to the treatment of the railroads during the war, but agreement as to treatment now. Senator Harding condemns the Government's management of railroads during the war, while Governor Cox defends the Government administration of railroads. But there is nothing in the language employed by either that would frighten the most greedy railway magnate or give confidence to one who is anxious that the rights of the patrons of the road shall be jealously guarded.

"On the subject of Mexico Governor Cox uses language calculated to please those who oppose intervention, while Senator Harding employs a larger number of words with less definiteness as to purpose. He says: 'It would be simple to have a plain and neighborly understanding with Mexico.' But he does not make plain of understandable the policy he has in mind.

LIQUOR VIEWS

"On the liquor question there is little real difference between the positions taken by the two candidates. They are both strong on law enforcement. Senator Harding considers it 'unthinkable to evade the law,' while Governor Cox spurns the very idea that a President would violate his oath of office by failure to enforce the law. Governor Cox declares that 'it would seem quite unnecessary for any candidate for the Presidency to say that he does not intend to violate his oath of office,' adding, 'any one who is false to that oath is more unworthy than the law violator himself.'

"But while Senator Harding wants it distinctly understood that he will enforce the law while it is a law, he holds out to the wets an alluring hope, when he says, 'modification or repeal is the right of a free people whenever the deliberate and intelligent public sentiment demands.' Governor Cox is equally considerate of the sensibilities of the wets and injects a ray of hope into this part of his speech by suggesting that 'the legislative branch of Government is subject to the rule of the majority.'

"A little later on he throws in another morsel of encouragement, seemingly without any connection with the subjects that envelop it. He says 'morals cannot easily be produced by statute'—a beautiful and euphonious half truth which has probably been used more by the liquor traffic than any other one phrase. The friends of the saloon construe it to mean that prohibition is a failure. What they mean is that the wets should get busy and elect a wet Congress.

"There is one interesting contrast that can be drawn between the two speeches. Senator Harding wants to go 'back to normal'; Governor Cox wants to go forward. The former regards the war as a distriction and seeks to restore the conditions that previously existed. Governor Cox urges a forward movement to meet new conditions and responsibilities.

QUESTIONS ON THE TREATY

"I have left for the last the subjects which both candidates put first, namely, the treaty. Both consider this the paramount issue, and both are hopeful. Each contends that the solution lies in the triumph of his party.

"Both are too well acquainted with politics to ignore the fact that neither party can hope to secure two-thirds of the Senate as a result of this election, and both of them are too well acquainted with partisan politics to have much confidence in either party accepting the result of the election as a mandate. Too many issues enter into the campaign to make the defeated party accept the election as a mandate on any particular issue.

"If we are to have a referendum why not an agreement between the two parties to accept the result as binding? Will Senator Harding pledge the Republican Senators to accept and carry out the Democratic policy on the treaty question if Governor Cox wins? Will Governor Cox pledge the Democratic Senators to accept and carry out the Re-

(Continued on Page 17)

British Blundering And Sinn Fein Malice In Ireland

Leaders Of Secret Organisations Believe Movement On Eve Of Climax—Labor Leaders Of Bolshevist Leanings—Church And Land Hunger As Factors—Effect Of American Influence

BY CHARLES H. GRASTY
(*New York Times*)

London, August 1.—I am just back from Ireland, whither I went to gather impressions of the present conditions there. My mental attitude was impartial and I shall try to report facts and opinions as I encountered them in my visit. If in transcribing my notes, made as I went along, the Sinn Fein viewpoint stands out less than the opposite one, it is because "of low visibility" on that side of the fence.

The Irish Republic is an invisible republic. Its supporters are carrying out a secret program and talking is strictly against the rules. Most of the people I met were Sinn Feiners, and they were all most hospitable and obliging to me as an American. No American who leaves controversial matters severely alone need have any fears in visiting Ireland. In fact, the person of every American is sacred, for America is now the chief cornerstone of Sinn Fein hopes. They shoot pretty freely, but shoot straight and do not often kill by accident. A typical Sinn Fein gunman would put his own brother out of the way, if ordered to do so. He would believe it was necessary for the cause and would not take his personal grief to heart provided the victim first had absolution.

MURDER DOMESTICATED

In Sinn Fein Ireland murder has become domesticated. Indeed, they do not consider it murder at all. It is "killing." Except in cases where advantage is taken of the general laxity to pay off personal grudges, the whole business is purely mechanical. In the minds of Sinn Feiners connected with this branch of activity there is a state of war, and any patriot would shoot a traitor in the back or any other portion of his anatomy just as freely as a French or English soldier would shoot a German during the war.

In the face of this, general conditions in Ireland are peculiarly unfavorable to the kind of movement which is now at its high tide. Ireland is a relatively prosperous country. The Sinn Feiners do not admit this, and tell you that in Dublin there are 20,000 families each living in a single room. Nevertheless, Ireland, especially in the rural districts, is enjoying conditions which certainly have not existed since the famine of 1846. Land, for which there is a universal lust, has been divided or is in process of division on extraordinarily favorable terms, and whenever these terms do not seem sufficiently generous to the "have-nots" the landowners are compelled to part with their holdings by methods not usually recognised in courts of law.

As will appear later, one of the big impelling forces in the present movement is an insatiable desire among young men for land. It is estimated that the number of young men in Ireland is now about 200,000 above the normal. They did not go to war in large numbers, and were not allowed to emigrate, and now there is a hot scramble among them to get hold of land.

Catholic Ireland, which is three-fourths of the whole population, lives under precisely the same British Government as Northern Ireland, with one-fourth of the population. The larger percentage of the three-fourths is chronically discontented and at times rebellious. About the same percentage of the Belfast district, composed of the two counties of Antrim and Down and a lesser proportion of four of the other seven counties of Ulster are reasonably prosperous and happy under these same laws and their administration.

ULSTER'S LOYALTY

If Catholic Ireland had the same character and temperament as Protestant Ireland, and had accepted in the same way British rule, Ireland would probably long ago have become one of the most prosperous communities in the world. But British rule does not suit the Irish for reasons of their own. Every concession on the part of Britain has been made the stepping-stone for new demands. As some one has put it, Southern Ireland's attitude seems to be: "'Caresses have their charms,' says the mastiff in the fable, 'but the chain is there still.'"

Ulster accepts the rule that the rest of Ireland despises, works under it, prospers under it, and seems to be as happy as the limitations of that dour Scottish breed permit. Ulster pays for all it is worth her devotion to the Union but in my visit there I formed the impression that the love of Britain was less potent with them than fear and hate of Catholic Ireland and apprehension of the results that would follow Dublin rule.

It is clear, therefore, that the demand for independence is not due to the causes which usually set off explosive popular movements. There is neither general poverty nor dire oppression. Losses of life in the late war were not suffered to any ruinous extent by the element now rebelling. On the other hand, war profits, mainly drawn from agriculture, were large.

At the time of the open rebellion at Easter, 1916, which was the genesis of the present big movement, none of those conditions seemed to exist which ordinarily arouse passions and invite rebellion. The Home Rule act had been passed and was on the statute books, to be put into effect after the war. Response to the call for voluntary enlistment was largely pro-German, and conscription was impossible. Britain was facing almost insuperable difficulties in the World War. There was the old, undying hatred of her, but it was latent.

REBEL CALCULATIONS

I found in Ireland an almost universal opinion that the organisers of the present movement saw in these conditions the long-awaited opportunity to strike for Irish freedom and went deliberately to work to produce the necessary ferment throughout the country. What was lacking was some fresh action on the part of the British Government that would set aflame the smoldering antagonism.

This was a new method of calculated planning in Irish rebellions. Plans were made carefully and cold-bloodedly and systematically carried out. The object was to draw the Government, never tactful nor wise in handling Ireland, and now sorely perplexed by its war difficulties, into some stupid blundering which, to the Irish would wear the aspect of British tyranny and thus rouse the people to action.

If, as is believed, this was the purpose for which the rebellion of 1916 was launched, it succeeded almost beyond their expectations. It is undoubtedly true that those who engaged in that rebellion were boys and young men brought in from the country to Dublin, who had not the slightest idea up to the last moment of what they had come for. It seems clear that there was no notion in the minds of the leaders of immediate success of the rebellion as such, but they got what they wanted.

A series of blunders by the deeply preoccupied Government in London supplied the needed issue of fresh tyranny, and from that time on the Republican movement has grown in extent and intensity.

Like methods have been pursued consistently ever since. Power has been concentrated in the hands of a few men, and nobody can be certain who these men are. Invisibility is strictly maintained. Every move bears the stamp of cold calculaton and well considered planning. At last Irish politics is controlled by an organisation on the general lines of Tammany Hall.

DARE NOT MENTION NAMES

I noticed in Dublin that no one dared to mention names in connection with this omnipotent secret power. Everybody knows and discusses the nominal heads like De Valera, the figurehead "President," and Arthur Griffith, "Vice President and acting President." It is known that there is a Dail Eireann, who the members are of this Irish Parliament, that they have their secret meetings and that there is an active going Ministry.

Everybody, regardless of religion and politics, lives in a state of mental servitude so far as the program of killing is concerned. Men are dragged from street cars in the center of Dublin and shot to death. No passenger on the car, nobody in the crowded street, will move a hand to interfere. Not one will go near the victim or inform the police or give testimony in court. All elemental instincts are paralysed by the certainty of punishment that will be visited upon any act that might compromise the secrecy and efficiency of the program now being put into effect.

Executives of the organisation give an order; it reaches those who are to carry it out through channels far removed from the source, and the thing desired is done with mechanical sureness.

Nothing succeeds like success. What is ordinarily called moral sense is in a state of stunefaction and there is little audible protest.

Members of the constabulary and others are marked for destruction in accordance to their value to the Government and with an eye to "getting the nerve" of the whole body of the police and bringing home everywhere a realisation that resistance means sure and swift punishment.

ASSASSINATION DEFENDED

The constabulary are nearly all Catholics, but that makes it worse for them because they are regarded as traitors. "We are at war for our country," runs the argument, "and traitors must be disposed of without mercy."

The deadly efficiency with which the program is executed, with hardly a single setback from the British Government, has had the effect reckoned upon by the leaders of the movement. There is a temporary suspension of moral forces which usually check such methods.

Nobody will or can specifically defend shooting in the back, but one hears in highly respectable quarters that while the methods are violent and brutal the object is patriotic. This is war, and war is always hell, they say.

And so the movement has progressed and thrived from week to week. It is stronger now than ever. Neutrals are constantly being drawn into the Sinn Fein ranks and many originally antagonistic are becoming neutral.

The Catholic hierarchy and priests, who were at first aghast at the violence, are less and less outspoken in condemning it, and when they do speak their condemnation is more general and equivocal.

I have roughly outlined the state to which Ireland has been brought, but before a balanced judgment can be formed on the situation there are other matters to be considered. What shall be said of the British Government, which has permitted things to go from bad to worse? If one searches for excuses there are plenty of them. Lloyd George's political difficulties at home are of a kind to enfeeble him in dealing with Irish conditions. If he adopted strong measures, it may be doubtful whether he could hold together the parliamentary coalition upon which he depends for his official existence. There are so many and such conflicting opinions on Irish settlement that any Home Rule bill seems sure to be reduced to impotence by discussion and compromise.

Suppression by force is a policy repugnant to the Prime Minister's instincts, as it is to the instincts of the general British public. And so there has been the policy of drifting. If there had been nothing else to do but handle Ireland, Downing Street would probably have handled it. But probably no Prime Minister in history has ever been confronted at one time with so many dangers and perplexities. It is not alone in Ireland that the British Empire is threatened. It is threatened in the Near East and India. There are signs of conflict and difference of opinion and interest between Britain and its closest ally, France. There is the question involving inevitable differences of how to bring the war to an end and set Europe again on the path of industry and prosperity and the chief responsibility for this solution lies with the British Prime Minister.

These are but the chief burdens which rest upon the shoulders of the man who has been carrying greater responsibilities for a longer time than any other Government head. For four years there has not been a single moment when a serious mistake by him might not have meant disaster and ruin to his own country and to the world. But the fact remains that the Irish situation has been neglected and mishandled and opportunities for settlement wasted. Lloyd George has recently, in the labor situation, presented to him as a part of the Irish question, boldly asserted the character in which he has in so many other things shown in the last four years that he is at home and can be strong. From this starting point he may find his way to the solution of the present problems in Ireland.

THE POSITION OF ULSTER

If there is British tyranny in Ireland, Ulster has not found it out. Both the laws and the administration are the same in all four of the Irish provinces. The main point in the Irish case, so far as I can make it out, is that the Government is alien and is unwilling or unable to understand a race that it undertakes to rule. Britain is a generally lenient stepmother—but a stepmother. Ulster, while under the same administration, has not the same ground of complaint that the rest of Ireland has on the score of race, temperament and religion.

While I would not charge that the Catholic Church as such was in any way responsible for agitation and rebellion, I think it is perfectly clear that the training of the Church and the resulting devotion of its members tend to form a character in Ireland that lends itself to such movements as that of Sinn Fein. The people think in terms of religion and are lacking in breadth and independence. Much of the resentment grows out of the fact that Catholic Ireland is ruled by a Protestant power; and the temperament of the Irish makes them peculiarly liable to any influence of this kind. They are romantic, imaginative, sensitive. They have endured much privation over a long period of time; they have seen outsiders come in, possess themselves of their land and excel them in all the ordinary competitions of life.

Of course, if one goes back far enough, this latter may be said of England and all other countries which were invaded and appropriated by conquerors. But in most other countries conqueror and conquered have gone through a process of amalgamation, and usually with beneficial results to both sides. There was no amalgamation in America, and the Indian perished. It is the countries where there were no such mixtures of race that have dry-rotted and declined, but in Ireland, even where there has been race-mixture, as between the Cromwell Yorkshiremen and the natives in certain parts of the West, producing a very fine physical type, there has been no genuine fusion leading to modified and improved habits of thought—mainly, perhaps, because of the devotion of the Catholic population to the Church.

CHERISHES ANCIENT GRUDGE

The Irish who are now concerned in the effort for independence have remained true to type throughout the centuries. They live in the past and much of their hatred of England rests upon injuries inflicted hundreds of years ago. I was told that they preserve land records dating to and back of the Cromwell invasion, and the descendants of the clans from whom property was then taken regard themselves as the lawful possessors of that land today. Every wrong committed by England in the last thousand years is remembered and documented. No account is taken of wrongs on the other side, such, for example, as the slaughter by the Irish clans of 150,000 men women and children in Ulster in 1641. Nor are there any entries on the credit side of the ledger for the great concessions that have been made by England.

Ireland has stood apart from its rulers and Britain has allowed things to drift without undertaking to accomplish, by peaceful penetration and by the establishment of mutual acquaintance and understanding, a permanent, livable relationship. The Irish people, with their romantic outlook on life, have never been assisted in the development of modern and businesslike capacities and habits. One of the greatest outrages ever inflicted upon Ireland was the legislation in another century by which the woolen industry, which formed the basis of Irish industry and prosperity, was deliberately destroyed in the interests of English sheep-raising and woolen manufacture. When this terrific blow was struck at Ireland the better trained, more thrifty and more resourceful Scotch who had been planted in Ulster met the situation by substituting flax-raising, linen manufacture, and, later, shipbuilding. The Irish found no means of opening up new lines of industry and suffered famine and ruin.

Partisans on both sides will assign reasons and reach conclusions in accordance with their partisanship. The Irish genuinely and deeply believe that they have been persecuted and tyrannised over by the British will say that the ills of the Irish are those which have come to every other country at one or other stage of its history and that the bottom reason for the distressing conditions is the incapacity and perversity of the Irish themselves. But the British have certainly given the Irish an ostensible reason and good talking points for resorting to rebellious methods by doing nothing to improve conditions except under stress of rebellion.

BRITISH BLUNDERINGS

This historical method has applied to recent events. The British activities in Ireland have justified the claim by the Irish that nothing can be expected of Britain except at the pistol point. The more lawless and violent the measures taken the greater will be the concession. In every emergency there seems to be on the part of Britain an utter misunderstanding of Irish human nature. From Easter, 1916, on the British have blundered from one policy into another. Its methods could not have been better calculated to supply precisely what the cool and resolute leaders of this particular Irish movement needed to arouse the popular passions, without which such a movement could not hope to succeed.

In 1916 Ireland had enjoyed a long period under Augustine Birrell (the distinguished literary man) of lenient administration. It was his avowed policy to kill with kindness the Irish antagonism to Britain, but when the Easter rebellion necessarily put an end to the Birrell regime British policy was suddenly reversed. Britain was busy with the great war, and in her handling of the Dublin situation it was almost as if she were extending a hand into Ireland and shooting right and left while her eyes were turned away in another direction. As the movement went forward Britain seemed to vacillate from time to time between gentleness and pacification and shooting back with a bad aim.

During the periods of militant policy the Defense of the Realm act was brought into play—always with bad effect. Irish fairs were broken up, cattle sales and markets were prevented and even a sale of women's work at the Lord Mayor's was interfered with. The Freeman's Journal was suppressed, tanks were driven and soldiers in full uniform, helmeted and carrying rifles, marched through the streets in the hope of intimidating the population. Indiscriminate arrests were made, and men were put in prison or shot who were perhaps at heart moderates, and who in that case could have been of the greatest assistance in bringing matters to a settlement if they had been recognised and dealt with intelligently.

It is impossible superficially to reconcile British methods in Ireland with the steady and phlegmatic character of the British people. It was decided about May 1 to stop the raids and mitigate

(Continued on Page 18)

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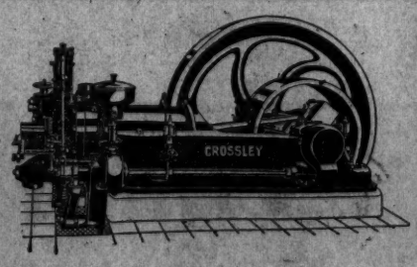

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ALL RIGHT-I'LL BUY IT..
WOW! THE PEN IS LEAKING!
YOU FATHEAD! WHEN I BOUGHT THAT FOUNTAIN PEN YOU TOLD ME I COULD PUT IT IN MY POCKET UPSIDE-DOWN WITH PERFECT SAFTEY!
WELL?
WELL- I TRIED IT, AND LOOK AT THIS VEST, WILL YOU!
BUT YOU MUST HAVE FILLED THE PEN BEFORE YOU PUT IT IN YOUR POCKET YOU SHOULDNT HAVE DONE THAT!
"SAY IT WITH FLOWERS"
BERNDT

Musical Matters -:- By Ronald B. Hurry

Correspondents wishing to draw attention to Musical Matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Every one who plays the organ must often have been asked which instrument he prefers, the organ or the piano. A fair reply about two such very different things would be: It all depends on the organ. A certain sum of money will buy a fine piano, everything a piano can possibly be musically; an organ, to be equally satisfactory, would cost a fortune. You can, or you could a year or two ago, buy a piano of a well-known make like buying a motor-car of known quality; but building an organ is like building yourself a house; anything from the site to the drains may turn out to be unsatisfactory.

Shanghai has bought itself one large organ in forty years, and it is now in serious disrepair. A new one may be here in two or three years' time—a really fine one if care and skill count—if silver goes up more than the pound note goes down . . . down the drain, to buy motors for mendicants and picture-palaces for paupers.

Supposing that pianos remain within reach of people other than moneyed miners and railway porters (for pianos appear to be getting nearly as expensive as organs were before the war), I should like to offer a word in praise of what we may call the Anglo-Saxon piano. The best English and American makes of instrument stand mid-way between the French and German extremes, much as the Anglo-Saxon language is something less heavy than the German and less delicate than French.

The Anglo-Saxon piano—its makers' names, are household words—has "kept its head." It lacks certain qualities of the French and German makes, but it is free, I venture to think, from the defects which go with those virtues.

* * *

The best French pianos, and the best German pianos were and are very fine instruments, but there is a class of piano, unfortunately much admired by some people, which is a cheaper copy of the best German piano and which exaggerates the peculiar German quality until it becomes a vice.

Persons, like nations, have their own preferences in musical tone, and a purchaser will often perfer a piano which no expert would think of playing unless he were obliged. Granted that an intending purchaser desires a piano for its musical qualities, and not merely as a presentable piece of drawing-room furniture, let him get rid of his fads and get for himself an instrument of the Anglo-Saxon type, not an Anglo-Saxon copy of the worst features of a foreign make.

The very amateurish performer,—an amateur pianist worthy of the name will strive to be something more than amateurish—is likely to want an instrument with a "soft, rich tone," and if he cannot find the "richness" he is safe to be able to get one of a wooly softness that reminds him of the "German" tone. If it gets "drum-y" in the bass and a veiled flutey quality in the treble he is still liable to admire it for its softness in the middle. To a more expert ear (and finger) this is everything that you do not want in a piano. The truly amateurish player plays music that lies in the middle, whereas really "pianistic" music makes much more frequent use of both ends of the key-board. The almost fatal attraction this type of piano has for the inexpert, lies in the fact that he gets (without any trouble) a tone of a soft if rather padded quality. At any rate it does not sound hard and offensive.

* * *

The first-rate pianist generally has enormously increased control of his muscles, and a greater variety of touches. To make any use of these he chooses, as a rule, a piano of much greater scope of tone; one that can be brilliant, crystal clear, even "clattering" on occasion. On such a piano the soft tone beloved of the drawing-room player is far more a matter of skill, and the expert's piano sounds like several different instruments at once, under his hands.

The student of the piano—and everyone who plays at all is more or less a student, unless he is fool enough to think he has arrived—should at least aim at the skilled pianist's control and variety, and should certainly eschew the ultra-softened hammer and "muffled drum" type of instrument. Gradually, as touch methods are studied and muscles become more adaptable, control of the softer tones will be gained and the player will rejoice in the power to produce anything from a steely clatter to a velvet softness that is fuller than the damped-down quality of the "cotton-wool" style of player. Variety, as against monotony, is the reward of the pains to acquire control.

Whether in pianos, in music, or in art generally, every quality over-done becomes a defect. In the orchestra continuous use of the most magnificent brass becomes a plague; on the organ the "swell reeds" may become an obsession to the organist. The violin *sordino* and *tremolo*, orchestral muted trumpets, triangle shakes, soft-stick strokes on cymbals, tamborine and castanet effects, arresting as they are, all make their due impression with the greatest rarity—their effect is in inverse proportion to the frequency of employment. The vocal *portamento* too, may be used perhaps twice in a score of songs, but such a trick employed as an habitual thing is horrible.

* * *

Art, like life, is so much a matter of avoiding extremes that someone has said," All habits are bad, even good ones," itself an extreme statement.

Judging by concert reports, there seems to have been a tendency amongst the vast number of recitalists that have appeared recently in London to adopt the rather hard nasal-toned pianoforte, probably as a reaction from the "romantic" lusciousness of the German tone. If you can get what is called a "sympathetic" touch on one of these pianos you are already more than half a pianist. But to be "sympathetic" all the time is like having pictures all of soft greys.

For a long time yet, probably, we shall hear it said that the piano, a very poor one perhaps, is "good enough for the children to practise on."

This is a mistake: a piano for learners should be as good a one as can be had. Interest, as every teacher knows, is more than half the battle; and no one can be interested in an instrument that is either nasty or monotonous. True, the muffled piano prevents the worst strumming from sounding as bad as it really is—neighbors sometimes would appreciate that fact—but a fairly hard hammer and a bright tone will induce a musical learner to avoid the grosser faults because of the more unpleasant results. Bad tone means bad technique, and vice versa.

* * *

The best modern pianos, with fine carrying power are apt to sound too "soft" to the player, and one that is clear and bright close-to, may be thin and harsh to someone a little farther away. However, at the keyboard itself, the length of tone may be timed by the watch; middle C. on a small "grand," will sound for about eighteen seconds. (Higher notes, or middle C. on smaller pianos, will be relatively shorter).

Details, other than tone, can only be tested by an expert; here the purchaser must be guided by the reputation of the maker and his dealer. In Shanghai, where special construction for a very variable climate is necessary, and where an instrument requires special care, a word may be put in for the Shanghai-built piano without favor. Some of the best and most long-lived of instruments here are local products. Many are in fact superior as musical instruments to any but the best foreign-made pianos, and they remain good all-round instruments often for years after other excellent pianos have lost their beauty.

This Barber Unique In His Line

(New York Times)

Upon Fordham Heights, in the Bronx' is a barber whose claim to uniqueness in his profession is credited by his patrons.

A newcomer in that part of the city walked into this barber's shop the other day at the noon hour and found only two "tonsorial artists" on duty. One was shaving a customer. The other was well along in years, but proved as spry as any youngster in preparing the chair toward which he motioned the new patron.

"I want my hair cut," said the man, "and I want it cut the way I like it—close in the back and enough left to part easily in front."

Without a word, not even a "Yes, Sir," the old barber removed the headrest, spread over the customer the usual striped covering, "wadded" his neck with the usual cotton batting and began cutting the hair with the usual miniature "mowing machine."

About the time the new customer expected to see the barber drop the clippers and start using a pair of shears the man who was being shaved addressed a remark to the barber. It did not really call for a reply, but the stranger was rather surprised that the barber made no reply.

But the time he had decided that the old man was either actually dumb or, even rarer, a non-talkative barber, he suddenly realised that his hair was being cut in front and that the barber was still using the clippers, though holding up the hair with a comb as customary when using scissors. It was evident that his hair was not being shorn down to the scalp and so the patron said nothing. But he watched and waited for the scissors.

Finally the barber laid down the clippers, but instead of picking up the scissors he held up a handglass, and, still without a word, indicated that he was ready for the verdict on his work.

"It looks all right," said the customer, "and now I want a shave and my mustache trimmed."

Silently the old barber put back the headrest, prepared the lather, and finished the shaving job.

"Now for the scissors!" the patron said to himself as the barber began smoothing out the mustache. But the patron was wrong. The barber trimmed that mustache to a nicety with the clippers, and when, still without speaking, he handed the check to the customer he had not once touched a pair of scissors.

"Well," exclaimed the customer, "you're a wonder. In all my long life I never before saw a barber cut hair and trim a mustache without scissors, to say nothing of not once opening his mouth."

Then the customer got another surprise.

"Yes," said the barber supposed to be dumb, "and I'm the only man in the United States that can do it."

With that he suddenly became as "chatty" as any barber, and seemed ready to tell his life history.

"I've been a barber sixty-two years," he declared, "and I've learned a lot of things. There's another thing I can do. I can tell the age of any man who sits in my chair." And he told his astonished patron his age within six months.

"How do you do it?" the man asked.

"I tell by the feel of his skin," said the barber.

Bryan Favors Cox, Comparing Leaders

(Continued from Page 16)

publican policy if Senator Harding wins?

"Otherwise what assurance have we that we will be any nearer to a settlement of the question after the election than now?

"What we really need is a change in the Constitution so that a majority can ratify. We have shamed our nation before the world; we have blocked the world's road to peace; we have suspended pressing domestic questions—all because we are not willing to trust the fundamental principle of democracy, namely, the right of the majority to rule. And now the campaign promises to result in a further deadlock."

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 19, 1920

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Eng
TODAY							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
TOMORROW							
H'kong, S. Ports, Straits Ceylon, India & Europe via Suez	Khiva		..A16.00	..	..	..	15.30
H'kong, Straits, India & Europe via Suez	Khiva	16.00	..	..	..	..	15.30
Hongkong and Canton	Szechuen	21.00	..	..	..	..	21.00
Vladivostok & Siberia	via H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei and Chefoo	Tungchow	14.00	..	..	..	..	13.80
W'wei, C'foo, and T'sin	Tungchow	..	14.00	..	..	..	..
Japan Ports	Hanasaki M.	19.00	..	..	..	..	18.80
V'stok and Siberia via Pukow & Harbin (Daily expect Sunday)	Train			..	17.00	..	17.00
Ningpo	Hsin Peking	..	16.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, September 21.							
Hongkong	Szechuen	..	8.00	..	..	..	..
Weihaiwei and Chefoo	Shuntien	14.00	..	..	..	..	13.80
W'wei, C'foo, and T'sin	do	..	14.00	..	..	..	..
Japan Ports	Y'shiro M.	19.00	..	..	..	..	18.80
Japan Ports	do	..	17.00	..	..	..	..
Vladivostok and Siberia	via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan, Canada, U.S.A. & Europe	Alabama M.	15.30	..	..	..	..	15.00
Wednesday, September 22.							
H'kong, S. Ports, Straits, Ceylon, India & Europe Via Suez	P. Lecat	..	11.30	..	..	..	11.00
H'kong, Straits, India and E'pe. via Suez	P. Lecat	11.30	..	..	..	..	11.00
Thursday, September 23.							
Amoy, H'kong & C'ton	Sinkiang	9.00	..	..	..	..	8.80
Amoy and Hongkong	Sinkiang	..	9.00	..	..	..	..
W'wei, C'foo and T'sin	Chekiang	..	9.00	..	..	..	..
Saturday, September 25.							
N'saki, Kobe, Yokohama, Canada, U.S.A. & Europe via Canada	E. of Asia	..	12.00	..	..	..	12.00
Swatow and Hongkong	Chenan	..	9.00	..	..	..	..

*Ordinary and registered mails will close at the French post Office at 12 noon and parcel post at 5 p.m. on Saturday, September 18.

A Parcel at 3 p.m.
B Letters and boxes with declared value at 7:30 p.m.
Parcels at 4 p.m. and money orders at 3 p.m.
E Registered articles at 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Taingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 1 hour 25 minutes later than those closed for the previous night train.

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British Blundering And Sinn Fein Malice In Ireland

(Continued from Page 16)

D. O. R. A. (as the Defense of the Realm act is commonly called), thus giving the Irish of the south and west a chance to make good their claim that Irish outlawry was simply a reprisal for British violence. Since May 14 this new policy has been carried out. The understanding was that if Sinn Fein conducted its campaign peacefully there would not be a resumption of the old methods. If, on the other hand, Sinn Fein violence was kept up, the military would be sent to Ireland, and future proceedings would be on basis of a suppression of civil war.

It must be confessed that the new leniency was followed by increased Sinn Fein violence. By June 1 it was clear that Britain would be driven to military measures. At that time the British military forces included about 40,000 soldiers, 10,000 constabulary, 1,300 metropolitan police in Dublin and 1,100 in Belfast. The Irish Volunteers were said to number 440,000—half of whom were fairly well-seasoned men and the rest immatures. These forces were of course poorly provisioned and munitioned, for anything like real war. It was generally recognised in Dublin that it would not be safe for Sinn Fein to embark on open war, and that it would do better to keep along the lines of murder and terrorism surrounded by absolute secrecy.

After talking with as many people on both sides as I was able to see, and getting the opinion of the few neutrals whom it was possible to find in Ireland, I came to the conclusion that the minimum that Sinn Fein would accept was full dominion home rule like Canada, omitting the Governor General and including control of excise, customs and police. They will not consent to leaving Ulster out. That is the situation at this time. Of course, if some adversity should overtake the movement for independent Ireland, and especially if there should be a split with the labor union, the demand might be modified; or if, on the other hand, British helplessness continued and the Presidential campaign in America crystallised American sympathy Sinn Fein might decide to go the whole hog.

Many observers in Dublin have believed that the shrewd and practical leaders of Sinn Fein in spite of their protestations that they would take no compromise, have realised right along that for this time the goal of a republic could not be reached and that they have had in their minds the alternative of creating a strong trading position. On the other side, it has been suspected that the British Government was maneuvering to the same end. The Home Rule bill would be passed with the knowledge that it would not be acceptable, but that it would be carried into effect—partially, at least—and in the meantime negotiations would proceed for a settlement less obnoxious to Sinn Fein. The whole situation depends upon the various factors heretofore mentioned, and will be altered as it shall appear to what extent America is behind Ireland, how military intervention in Ireland fares, split or continued solidarity between Sinn Fein and its labor ally, the establishment or failure to establish a strong, unified public opinion in England, and the success or failure of Lloyd George in his handling of war questions affecting Germany, Russia, France, Italy, Asia Minor and India.

It may be set down as unalterable that Britain will not accept, under any circumstances, Irish independence. The British say that the delivery of Ireland into the hands of either Sinn Fein or Irish Bolshevism would not only destroy the integrity of the empire, but would be unjust to the countries which won the war with Germany. They ask you what would have happened if there had been an Irish republic in existence in 1914, and they say that in case of any similar trouble Ireland (which is the key to the Atlantic) would be surrendered, as it would have been in 1914, to the enemies of law and liberty—whether those enemies were Germans, Russians or (in the extreme case) Japanese. They are willing to give the people of Ireland a chance to rule themselves in domestic matters and develop the capacity for government not now possessed by the Irish race.

In Sinn Fein there are two parties, or main divisions on moral lines, the differences between which are concealed in the present state of excitement; one party is for efficiency and the other is for spoils. Whether in America or in Ireland the Irishman is a politician. The saloon figures in politics here as it did in America. There is a strong feeling among the better class of Sinn Fein against graft, and, except in abnormal conditions, there would be a dread, not confined to Protestants, of the possibilities of a rampant political system that might be more injurious and intolerable than alien rule.

IRISH MASS PSYCHOLOGY

The recent sweep of Ireland by the Sinn Fein in local elections is not indicative so much of a change of heart as it is of the potency in Ireland of the instinct to "follow the crowd." So great has been the success of Sinn Fein so stupid the British resistance, that the movement has never had a serious setback and people have been carried along by the tide. In Ireland there has been absolutely no other leadership than Sinn Fein, and it has been its aim to make the mental servitude so overwhelming that no other leadership would or could offer itself.

Between April 1 and June 1 Sinn Fein swept everything before it. But Sinn Fein has been playing a dangerous game. It has been possible in Ireland itself to paralyse moral forces. The tremendous potency of usage and custom has been demonstrated by the supineness with which violence has been accepted as the prevailing order. There is no indignation, no audible protest; while one reason for it was the fear of the individual as to what might happen to him, another reason was that the common level of moral sense has been lowered everywhere. At the same time, among the many Sinn Feiners that I met, I have found but few who were not ashamed of the methods, though all made a general excuse on the ground that murders and outrages were necessary for reasons of patriotism and because there was no other way to attract the attention of and compel action by the phlegmatic but brutal tyrant who ruled over Ireland.

I said to many Sinn Feiners whom I met: "If you have a just cause, the time is propitious for you to present it nobly and with dignity to the world. If you want independence, if you can maintain continuity of effect to that end, if you can convince your friends and those who are neutral of your capacity for sane and just government, you can get it in such measure as you deserve it. But in America, at least, I can say that while you may have the support of some of your nationals in any methods you may adopt, you can never get whole-hearted and sincere sympathy of the mass of Americans so long as you are shooting people in the back. On the contrary, things like that are an argument against you and in favor of British rule, because they raise doubts as to whether you are qualified to conduct a government that will keep step in the progress of the world."

An argument of this kind is usually received silently. One prominent Sinn Feiner, when I put it up to him like this, replied in a low tone, "You must remember that Sinn Fein has troubles of its own," and that is a fact. But the admission rather invalidates one of the Sinn Fein arguments against British rule, which is that its incompetency is proved by its inability to control the situation and hence present conditions in Ireland.

SINN FEIN ORGANISATION

The Sinn Fein organisation precisely parallels the scheme of holding companies formerly so much in vogue in America. I would diagram it in this way:

First, there is the inner circle composed of, say, twelve men—it may be more and it may be considerably less. This circle makes and orders carried out the main decisions.

It, in turn, holds and controls in thought at least, a sufficient body of the Irish Republican Brotherhood to give it control of that body.

The Irish Brotherhood in turn controls in the same way the great Sinn Fein organisation. Its block in Sinn Fein may be less than 51 percent, but it is a practical control.

Sinn Fein holds through a working arrangement the leadership of the labor organisation.

If this great organisation were subjected to careful mathematical analysis it would probably appear that these various controls were exercised by sufferance, as was the case with the holding companies in America. In the meantime, as the movement has progressed and as the Sinn Fein offensive has shown itself much more wary as well as much bolder than the British defensive, Sinn Fein has steadily grown and has succeeded in throwing over the whole of Ireland a condition of mental servitude which has prevented the rise of opposing forces. Maeterlinck's expression "spirit of the hive" gives an idea of the present state of thought and feeling.

COHESION BY FORCE

The "spirit of the hive" in Ireland is to go along with Sinn Fein. It is a kind of ground swell. But it is a cohesion of force and not a true moral cohesion. Sinn Fein has brought this condition about by methods which must be persisted in and made efficient. It is a matter of sustained flight. The very first moment that there are any signs of slowing down the processes of disintegration will begin in Ireland. The Irish are used to being led, and under emotional excitement will fall into line and go at full speed. The extraordinary terrorism which has been brought about has entirely paralysed the kind of reaction to violence that usually acts as a check in every community. The present condition cannot be maintained in the face of any kind of reverse.

The present mental and moral state of Ireland is well illustrated by the Coroner's inquest and verdict in the case of John Breen, who was shot by the police in May. Breen was a member of a raiding party that was following and firing upon a body of police inferior in number. Finally one of the policemen turned and shot and killed Breen. It was established that Breen, when killed, had in his hand a revolver with all the chambers empty. This was the verdict of the Sinn Fein Coroner's inquest:

"We find that John Breen died from shock and hemorrhage caused by a bullet wound inflicted by Constable Martin while John Breen was fighting for the freedom of his country."

Here is presented the inside of the Sinn Fein mind. Once this position is taken, murder is no longer crime:

PATRIOTISM EXCESS CRIME

Ireland has been put in a mental and moral state where there is no expressed protest against these things which in normal conditions would revolt every community. Violence and crime have become the established order and have reduced Ireland, temporarily, to a state of moral inertia. Such crime cannot be committed as part of a government system without arousing antagonism and distrust in communities not under the immediate influence and hypnotism of the system. Many Sinn Feiners feared the effect on the outside world and the conclusion of an impartial observer is irresistible. It is the British and not the Irish who will ultimately be helped by crime, and in turn it is the Irish who will be helped by violence and general blundering on the part of the British.

PERSONNEL OF SINN FEIN

The methods of Sinn Fein in its campaign and its personnel, so far as that personnel is visible, present a violent and interesting contrast.

Erskine Childers, who is one of the foremost men on the intellectual side in Sinn Fein, is a graduate of Oxford and a Protestant. He was brought up by his relations in Waterford, the Barton family. One of the members of this family is R. C. Barton, also a Protestant, who is now serving a sentence of three years in a British prison. Childers is an Englishman with an Irish mother. The Bartons are a fine old county family. R. C. Barton served in the British Air Force during the war. The charge against Barton is inciting rebellion. He is a literary man and his book, "The Riddle of the Sands," a story of German spies, is well known.

Mrs. Childers, like Mrs. Smith-Gordon, is an American. She was a Miss Osgood. She is active in Sinn Fein matters and is credited with considerable intellectual influence.

Smith-Gordon, the head of the Land Bank (Sinn Fein) is a Ulsterman and a graduate of Eton and Oxford. He was a professor in Canada and married the daughter of Senator Fletcher of Florida. He is a Protestant, and while a sincere Sinn Feiner is a man of moderate views. His management of the Sinn Fein Bank apparently has been excellent and has kept going the Plunkett Plan of Land Distribution, which the Congested Districts Commission has been unable to carry out recently on account of financial conditions. The money for the Land Bank has come from America.

Arthur Griffith, the Acting President of the Republic is also a Protestant. But it would be misleading to infer that the Protestants constitute a large element in Sinn Fein; probably they are under one percent of the whole. The only other Protestant among the heads in the movement, so far as I can recall, is Mrs. Green, the well-known authoress, who is one of the leaders.

PICTURESQUE LEADERS

Rev. Michael O'Flanagan, Vice President of Sinn Fein, is a handsome, eloquent and fiery young priest. He has spent eight years in America and has many friends there. He is one of the priests who would give up the Church rather than the Republican movement, and it has been necessary for his Bishop now and again to discipline him. His motto is: "England's difficulty is Ireland's opportunity." He is pro-German and doesn't care who knows it.

The Countess Markiewicz, who is a member of the Irish Cabinet belongs by birth to the Gore-Booths a well-known aristocratic family, but she married a foreigner and lived for some years in the Latin Quarter in Paris. She is a picturesque character, but in spite of her high official position others take her less seriously than she takes herself. She has a "salon," where many of the leaders meet.

George Russell, born an Ulsterman and a big bewhiskered kindly fellow, was referred to by Sir Horace Plunkett in a conversation with me as the first mind in Ireland. He has had a very large share in Plunkett's great work. Russell thinks on entirely philosophic lines, and in my talk with him it was impossible for me to think of him as having anything to do with the campaign of murder. He wouldn't himself kill a fly.

Professor John MacNeill, who occupies the Chair of History in the Catholic University, is another intellectual, but he was the leader of the Irish Volunteers in 1916. He kept in the background in the Easter revolution, and is understood to have refused to issue the order for the rebellion at the last moment. His brother, James MacNeill, is credited with greater practical abilities, and many people tell you that this MacNeill is one of the real inside leaders. He was formerly an Indian civil servant and knows the fighting game. He enjoys the respect of all classes.

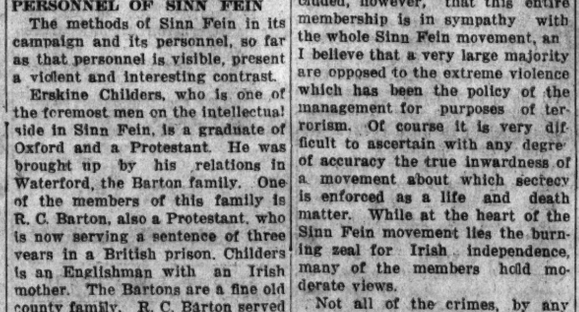
ELEMENTS OF SINN FEIN

Sinn Fein's control is absolute at present outside of the Ulster "pale." Nominally it has drawn into its ranks considerably more than half of the population outside of the Ulster "Pale." It must not be concluded, however, that this entire membership is in sympathy with the whole Sinn Fein movement, and I believe that a very large majority are opposed to the extreme violence which has been the policy of the management for purposes of terrorism. Of course it is very difficult to ascertain with any degree of accuracy the true inwardness of a movement about which secrecy is enforced as a life and death matter. While at the heart of the Sinn Fein movement lies the burning zeal for Irish independence, many of the members hold moderate views.

Not all of the crimes, by any means, are authorised by the Sinn Fein. The loosing of lawlessness inevitably brings about an orgy of crime. It must be borne in mind that the Sinn Fein was a full-fledged organisation which was seized upon by the heads of the present movement as a convenient mechanism through which to carry out its program. This organisation, I understand, was originally literary in its aims, and had for its special mission the revival of the Irish tongue. Then it took up the work of industrial development along purely Irish lines. There was a very strong anti-clerical element in it at one time. I was told that the anti-clerical tendencies were countered by introduction into the membership of Catholic priests, who labored steadily to turn Sinn Fein activities into other directions.

In Sinn Fein and within the sphere of its influence there are four distinct and separate elements which hold great power in Ireland. First, there are the Catholic hierarchy and priests. The power of this body is well known, and while there are some young priests like Father Michael O'Flanagan who could not be controlled by the Church to surrender the aim of Irish independence, the Church as a whole tries to hold itself apart.

(To Be Continued Next Tuesday)



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**STEEL WIN

Pro Japanese Newspaper Bitterly Attacks China, U.S., France And Britain

Refugee Anfuites At Peking And Attitude Of Powers Towards Students Are Made Basis Of Articles

(China Press Correspondence)

Hankow, September 8.—With reference to the Japanese Legation at Peking giving asylum to the nine outlawed Anfu leaders against the will of the Chinese people, the Hukwang Hsin Pao, a vernacular daily in the Japanese Concession of Hankow published under Japanese influence and support, is conducting a campaign censuring the demand made by the Chinese government at Peking to the Japanese Legation for extradition of the nine "traitor" refugees now under protection at their Legation quarters.

Commenting on the question of extradition, the Hukwang Hsin Pao says: "Hsu Shih-cheng and eight other refugees, in their hour of disappointment, are regarded as desperate birds coming to the forest for refuge by the Japanese Legation.

"According to established international principle, it is absolutely right and common to recognise them as political offenders and afford them due protection.

"The Chinese government is fully aware that political offenders can never be extradited, and consequently they brand them as ordinary criminal offenders and demand the Japanese Minister to extradite them. It must be admitted that the Chinese government is clever enough in this action. But the mandate outlawing these refugees made no reference to them as criminal offenders, and again the past course of the nine persons has some political significance in every dealing. So the Chinese government is simply using empty words for manipulating diplomacy and cheating others.

CALL OFFICIALS 'SQUEEZERS'

"The officials of China today, both civil and military, are one and all money squeezers and law breakers. It follows that they must be one and all criminals. And if "criminal offense" can be offered as pretext for the extradition of Hsu Shih-cheng and others, we wonder those punishable according to law are not at all these nine persons, and not at all the Anfu Club alone.

"Furthermore, whether we admit protection by recognising them as political offenders, or extradition by recognising them as criminal offenders, it is a matter of diplomacy between China and Japan. The Ministers of other Powers should adopt an attitude of quiesce and carefulness.

"On the part of the Chinese government, there is no need for consulting with a third nation for their opinion. If the Ministers of the foreign Powers really mean to break the good international practise of protecting political refugees and open intervention of China's internal politics, thus marking a blemish on the history of the world and establishing an undesirable precedent, it is necessary for them to declare their pas action in protecting Chines political refugees illegal and to disclaim from now on the right of protecting political offenders Ministers of the foreign Powers, is this possible or not?"

COMMENT ON OBATA NOTE

Following Japanese Minister Obata's note to the Chinese government explaining their refusal to extradite the Chinese "traitor" refugees, the Hukwang Hsin Pao publishes a comment under the heading "Is that still insufficient?" Then the paper comments:

"Since Hsu Shih-cheng and eight other persons threw themselves into the Japanese Legation for protection, the Japanese authorities, having recognising them as political offenders and acting upon international law and precedents in China, have promised them protection. And for the purpose of maintaining order they immediately had kept a strict vigilance on them and had severed their communication with the outside world, long before the Chinese government made demand. In addition they submitted a clear explanation to the Chinese government and the diplomatic corps to make it public. This must be reckoned the extreme of kindness and generosity.

"Whether international law provides extradition of political offenders without previous understanding for it between two countries or not, we will not consider. But considering the established practise in China, we can never find an instance when China took such absurd, unreasonable and outrageous action toward friendly nations.

INTERNATIONAL LAW

"Is it that protection of political offenders a special prerogative of Occidental Powers in international law, or is it that China, relying on the backing of other nations at present, can ignore international law with disdain? It is unreasonable and against probity."

Referring to the confiscation of Hsu Shih-cheng's properties by the Chinese government, the Hukwang Hsin Pao in its issue for September 1, attacks President Hsu Shih-chang for breaking the law of the Chinese Republic. In part, it comments: "The Hsu Shih-cheng party were once high officials of the Republic and were in power for a long time. During their period of supremacy, it may be that there were questionable points in their money making. But from the standpoint of law, it must be an allegation without adequate and sufficient evidence to brand the riches and properties of these men as spoils and bribes. Since the law does provide for confiscation of private property, and since there is no proof of their being booties or contraband articles, the President must be held responsible for breaking law in recklessly tyrannising people by force."

Concluding the comment, the Hukwang Hsin Pao brings a fresh criticism on the President in the following words:

"But all this is only an infringement on personal rights by officials who are setting a bad precedent against themselves in the future. The effects on the country are never greater than destroying financial institutions and ruining the credit of banks.

CRITICISES PRESIDENT

"According to a special Peking telegram in our paper yesterday, the great and honorable President of the Republic, ignoring without heed public welfare of the people, has snatched the private riches of Hsu Shih-cheng and others from several banks. Although this has been inspired by Tsao Kun and Chang Tso-ling in the back, but why is he so ignorant and inconsiderate to such extent?"

The foregoing summarises the attack of the Japanese newspaper on the Chinese government respecting the confiscation of the properties of the party of Japanese agents at Peking now outlawed and headed by Hsu Shih-cheng. This, however, is by no means the only task of the Japanese. They not only adopt a protective policy toward pro-Japanese officials.

ATTACK AMERICANS

Besides they never fail to take opportunity of every event to ruin the reputation and prestige of their American competitors in the Far East. Recently the Russian-Polish question in Europe called forth the following comment in the Japanese newspapers:

"After defeating Germany and Austria, the Allied nations are not only at the end of their resources in military and financial strength, but also, on account of their conflicting interests, their cohesive strength has dissolved and melted away like ice. Take for instance the present Russo-Polish war. France, being located in the European continent herself cannot but help Poland for her own protection, for in case Poland is defeated Europe would be over-run by Bolsheviks to which France will be no exception. Britain being separated from the continent by a channel, will adopt an attitude of mildness and conciliation in order to buy over the good will of the Bolsheviks, only if the latter will not encroach upon Persia and India. As to whether Europe is to be overwhelmed by Bolsheviks or not, Britain will look on the situation with indifference.

U. S. MOTIVES QUESTIONED

"But America is different. On the one hand, she recognises justification for Poland's independence, while on the other hand she declares that the Powers must not invade into the inland of Russia. Superficially speaking, this seems to be a just and disinterested attitude. In reality, America wants to keep Poland to check the Bolsheviks and again to keep the Bolsheviks to check Poland, thus engulfing the European Powers in warring against Bolsheviks to help Poland and keeping them busy and fatigued. Then they will be unable to direct their attention to other directions. America will be free to extend a hand to the Far East and to begin her gigantic operations. Cunning America!"

BRITAIN AND FRANCE, TOO

Still another instance shows that the Japanese newspaper is ill disposed not only toward America, but toward Britain and France as well. They take up the subject of educating Chinese abroad this week, criticising that the Chinese in the matter of education rely too much on foreigners thereby rendering Chinese education lifeless and spiritless. They also remarked the foreignising influence of an education abroad to Europe and America, except Japan. And this is what they say in part:

"Since China sent young men and women abroad for education, it has been a long time that China's great educational problem has been left in the hands of the Powers. As to the record made, excepting Japan, where conditions and customs are similar to those of the Chinese and where knowledge mingling the West and the East is readily digestible to the minds of our students, England, France and America are administering to our young students a brand of education designed to manufacture pioneer propagators of their civilisation and to train experts for their foreign colonies. This is far from the ideal of educating Chinese citizens for the sake of righteousness and humanity.

STUDENT QUESTION

"Again, after the European War, Britain, France and America are engaging themselves in a still keener competition in drawing to themselves Chinese students. France has established a club and an institution for helping Chinese students. In France there is a Franco-Chinese University founded by M. Painleve and Chang Chih. Great Britain has the Anglo-Chinese Educational Committee in Shanghai as a helping organisation founded by the British Chamber of Commerce of China and the China Association. A great many facilities are being afforded Chinese students going to Britain for education, besides financial assistance. America has established in China Tsing Hua College, the University of Nanking, Boone University of Wuchang, Yale University in China of Hunan, and others totalling 13 universities. The number of primary schools and middle schools distributed in the various cities is about 131.

"Recently the Americans presented to Chinese students going to the United States complimentary tickets for both steamers and railways in order to gain their good will.

"It is for these reasons that Chinese students returned from France, Britain and America for many years past have been loving France, Britain and America much more than they love China. In their daily life, they take pride in aping English and American manners and feel ashamed in returning to their own manners. What they have learned is not practical, and owing to their enhanced standard of living they can scarcely stand privations. Besides rendering faithful service and giving away the interests of their own country to the country from which they have received education, they are nothing but useless chaps."

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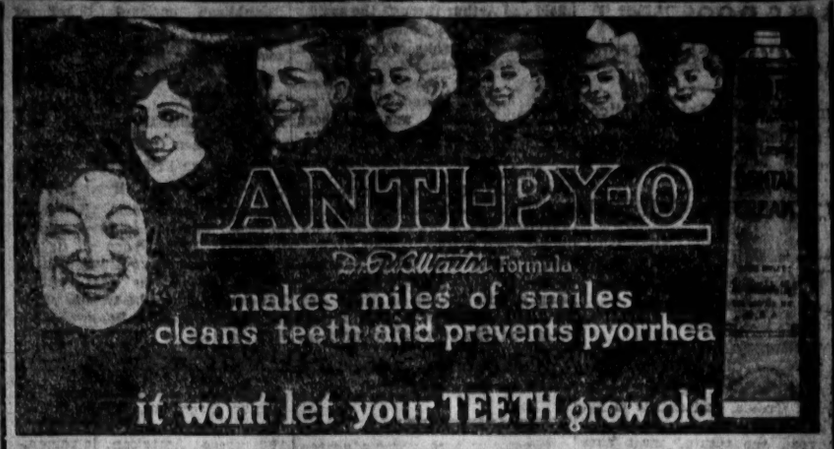

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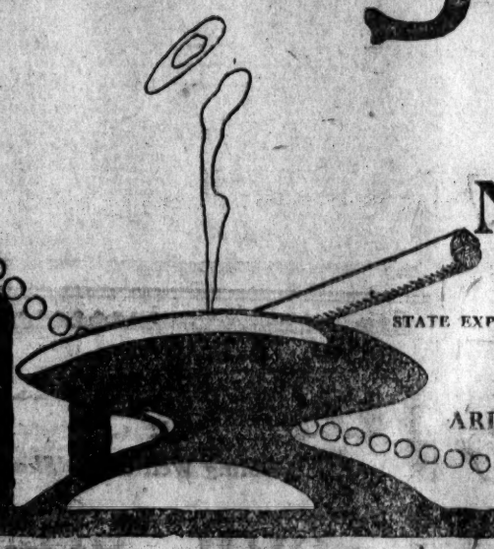

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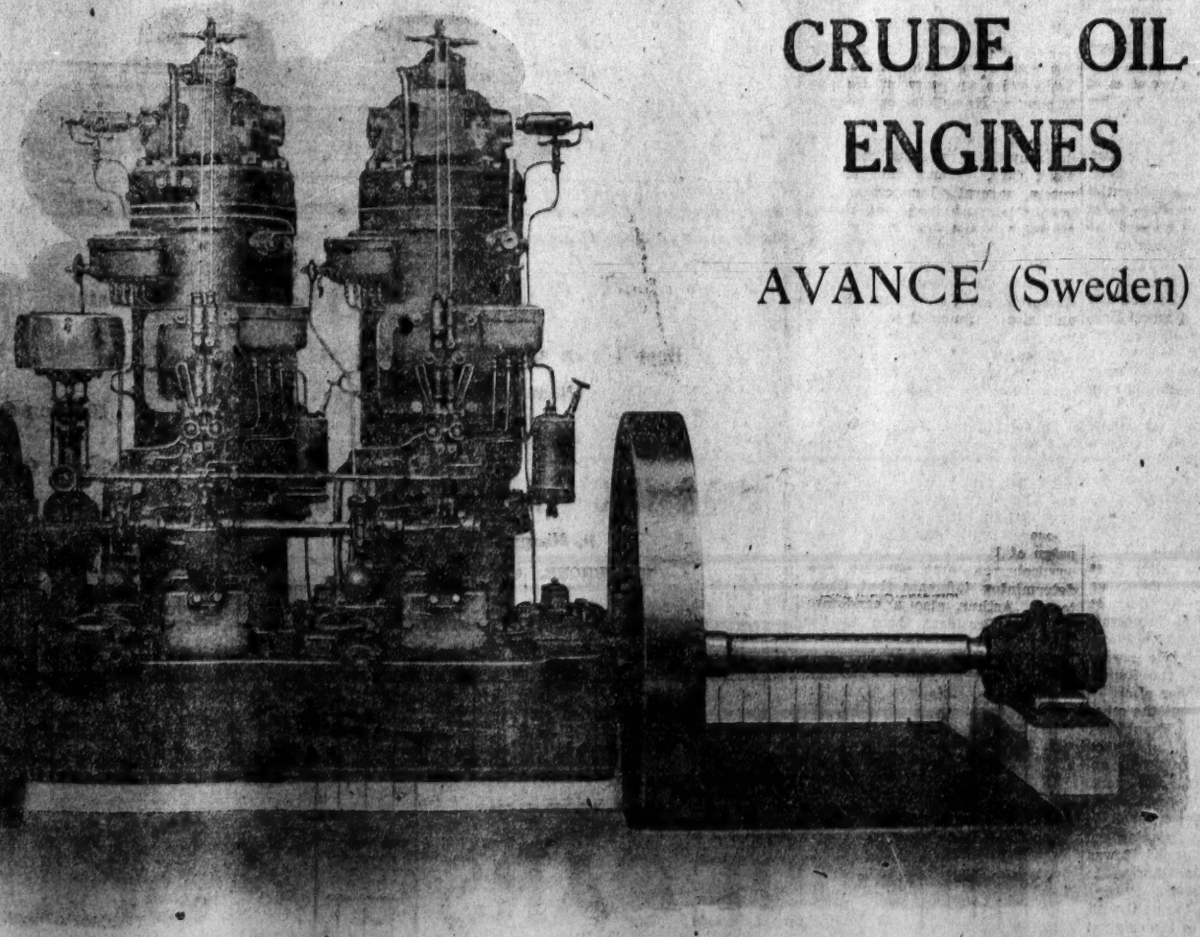

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CALLS ROOSEVELT A SECOND ARTHUR

Similar Motives Actuated Vice-Presidential Candidates 40 Years Apart

TO SWAY NEW YORK VOTE

Roosevelt's Influence With Electorate Is Strong, As Arthur's Was

BY ERNEST HARVIER.

New York, July 25.—Pittacus of Mitylene, one of the seven wise men of Greece, and author of the saying, "Know the past and you can read the future," must have been something of a politician. This saying proves it, even if Pittacus is not known to have ever been a candidate in a direct primary or to have been accounted among contemporary Greeks "the favorite son" of Mitylene. Whether he did his campaigning on the front porch, or in the open, is not known affirmatively, but his famous saying shows that he had a sound, philosophical view of the science of what high-brows call "politics" and wiser men call statecraft.

Every important political event has its earlier prototype. There is nothing new under the political sun, and for a tangible and timely evidence of this, it is enough to go back to an earlier Presidential election, substituting only the name of "Arthur" for "Roosevelt"—Chester for Franklin.

Pittacus was also the author of the saying "Seize time by the forelock," and he also showed himself a politician in this, too, for in national conventions the psychology of time is the determining thing as defeated candidates and the friends of defeated candidates have so often found to their cost. It was Thomas B. Reed who said that a statesman was a dead politician. He was also the author of the equally sage saying that a man is never "dead" politically until he is dead physically.

In the Republican National Convention of 1880, there were three leading candidates for the Presidential nomination — ex-President Grant, James G. Blaine and John Sherman, then Secretary of the Treasury. Neither could secure a majority of the delegates. A compromise was made by the friends of Blaine and Sherman upon James A. Garfield of Ohio. This nomination did not satisfy the Grant delegates (the memorable 306) and to placate them the selection of the candidate for Vice-President was tendered to Roscoe Conkling, their leader, for any one he might name.

A NOMINATION REFUSED.

Mr. Conkling, a man of power and imperious manner, refused the offer contemptuously, but some of his friends suggested that as New York was always an important—then as now the most important State in the country—it might be well to accord the nomination to the State. Chester A. Arthur was a New York man. He had voted in the convention for Grant. It was thought that a combination between Ohio and New York might prove a winning one and Mr. Arthur was nominated for Vice-President.

The campaign which followed was an exciting and uncertain one, as this year's campaign promises to be. Congressman Garfield, the Republican candidate, had lived most of his life in Mentor, Ohio, or in Washington. He was well known in both places, but not elsewhere. He had few earnest or influential political friends. In most parts of the country his name evoked no popular response. An orator of distinction, he did to secure his own election little speaking. His campaign lagged from the first. His Democratic adversary, General Hancock, had just as few of the attributes of popularity. He was a soldier, a native of Republican Pennsylvania, little acquainted with political leaders and a resident, when running, of Governors Island. For all practical purposes, as every New Yorker knows, a man living on Governors Island might as well be a resident of the Azores, for all practical relation he has with the great city and its people.

CAMPAIGN SURPRISES

The Presidential campaign was one of kaleidoscopic surprises. First, in September, contrary to all expectations, the Democrats carried Maine at the State election, which set the political tide flowing in their favor. Next, the Republicans carried the October election which turned the current the other way. Next, when the Republican cause was prospering, the Morey letter (or alleged Morey letter) appeared to injure them, and next, General Hancock wrote his memorable letter to Governor Randolph of New Jersey, declaring the "tariff to be a local issue." It was as to this letter that Charles A. Dana made the incisive comment that he should return the quill with which it was written to the original goose from which it was taken.

On the night before Election Day it was known that the election would be a close one, but how close neither side knew. That it would turn upon the electoral vote of New York was conceded. It did. Here was the result:

Without New York.

Electoral votes for Garfield	179
Electoral votes for Hancock	155
Electoral votes of New York	35
Total	369

As New York went, so went the nation, and New York went for Garfield and Arthur through the assiduous, skillful and effective political work of Mr. Arthur, who had been nominated to secure it. Mr. Arthur a typical New Yorker, a consistent partisan, an able leader and an unrivaled "mixer," was a born "organiser." His statue stands on Madison Square, on the same side as Conkling's and diagonally opposite that of Seward. If instead of Farragut's statue on the fourth corner there was one of Thurlow Weed, also a New Yorker (Conkling's home was Utica and Seward's Auburn), the four great Republican leaders of their day would be honored on the square—if "on the square" is ever an appropriate phrase of description for those active in the field of New York State and local politics.

WHAT ARTHUR DID.

Chester A. Arthur was educated at Union College in Schenectady, he had been the private secretary of a Republican Governor (E. D. Morgan) in Albany. He lived in a substantial old-fashioned house on Lexington Avenue, not very far north of the section of that Avenue, quiet, sylvan and wholly residential, then known as "Lovers' Lane." His law office was in the Wall Street district. He was an Episcopalian, like Washington, Monroe, Harrison, Tyler, Taylor and Pierce, early Presidents. He had a large political, and a larger social, acquaintance. His efforts were concentrated wholly on carrying New York for the Republican electoral ticket, and in this he succeeded by the process of cutting down the Democratic lead in New York City and increasing the Republican lead in the up-State counties. He achieved this result, and the Garfield-Arthur ticket, by carrying New York State, won the election. After the assassination of President Garfield, General Arthur, as he was usually called, became President of the United States.

FORTY YEARS LATER.

The Democrats in San Francisco nominated, after many indecisive ballots, James M. Cox of Ohio for President. Franklin D. Roosevelt had not been among his supporters. He was one of the twenty Administration delegates from New York. After Governor Cox had been chosen, the proposition was made, in order to placate the minority, to nominate a New York man for Vice President. Mr. Roosevelt was nominated with great heartiness, and, like Mr. Arthur, he is expected to influence greatly, in favor of the Democratic electoral ticket, the vote of New York.

Franklin Roosevelt has many elements of political strength and many valuable political connections. His home is in Dutchess County, where his personal popularity was attested by the reception recently given him by his neighbors on his return from the national convention. He has been a State Senator, and his marked independence drew to him supporters of like tendency and training in every part of the State. He is now Assistant Secretary of the Navy, the efficient record of which, in the European war, is one of the most conspicuous achievements, and by common consent, of the National Administration.

UP-STATE DEMOCRATS.

For several years, the up-State Democrats, so-called, have had little voice in party affairs and in shaping its policies or choosing its tickets. They have been outvoted at primaries, if not at the polls, by the Democrats from New York City. Many independent voters, naturally Democrats, have been estranged from the Democratic organisation in the up-State counties and practically all of these independent Democrats have looked upon Franklin D. Roosevelt as their acknowledged and most influential leader. He has had no part in the factional differences which have beset—and benefited—the Democrats of New York City, and will bring, according to all accounts, a very considerable independent vote to the Cox-Roosevelt ticket in all parts of the State north of New York City, as well as in Suffolk and Nassau counties. If these anticipations are realised, Mr. Roosevelt will bear to the campaign of 1920 in New York State precisely the same effective and determining influence that Chester A. Arthur, also a candidate for Vice President, bore to the Republican national ticket of 1880, which was successful by securing the thirty-five electoral votes of New York. There are forty-five now.

THE ROOSEVELT NAME.

It has been truly said that the world knows little of its greatest men—while they live. Laurels and monuments come after indifference, hostility and, perhaps, obloquy. It has been so in the case of Theodore Roosevelt, to whose memory the whole nation has been paying the tribute of its homage. Theodore Roosevelt, living, invited by his vigorous and sometimes original course the opposition of many of his countrymen. Theodore Roosevelt, the former President, the champion of good causes, the patriot, the 100 percent American, is remembered with affectionate pride by millions.

To many of them the name Roosevelt is an inspiration, and the name of Franklin D. Roosevelt suggests to the popular imagination many of the things for which in public, social and civic life Theodore Roosevelt stood, and with which he was identified. More than 4,000,000 Americans, most of them Republicans, voted for Colonel Roosevelt in 1912, and a very small fraction of that number would suffice to change the course of the election in the doubtful States where the two parties are evenly divided.

NEW YORK'S 45.

New York has forty-five votes in the Electoral College, but New York's influence in a national election is much larger than this. Thousands of residents of New Jersey and Connecticut are in business in New York City and influenced in their political action by the same conditions which control here. Cleveland is only 183 miles from Buffalo. From Ashtabula to Dunkirk is only eighty miles. The same influences which affect Western New York affect Northern Ohio—both progressive territory.

The Republican national campaign is predicated this year on holding—and the Democratic campaign upon winning—New York. If what occurred many years ago, when a Vice Presidential candidate was nominated to secure the electoral vote of this State, is repeated this year, Franklin Roosevelt will deserve well of the party which he has served without flinching or deviation since he entered its ranks, but always with high purpose and in a successfully independent manner.

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GERMAN PRIZE SHIPS REACH N.Y

Four Of The Five Hulks Allotted To United States Arrive In Tow

ON VIEW IN HUDSON

Within A Year They Will Be Sunk At Sea In Historic Target Practice

New York, August 10.—Five crippled, thwarted, impotent hulks that once had been proud German fighting ships came to New York yesterday, the sole trophies accepted by this country in taken of the victory for which it poured out its treasure and the blood of its sons.

No rifled riches, no plundered provinces, no armies of captives could have been more eloquent of the triumph of ours and the allied arms and the collapse of the German madness than was this dismal journey's end. Deserted by the men of their own navy, manned by young American sailors, flying the Stars and Stripes as their sole bits of bunting, four of them in tow, they crawled into a silent port to await the last bitter measure of their fate.

Four of them were in the battle of Jutland, the fifth has a record of long war service. All of them, Germany once believed, were to play a part in reducing the world to Teutonic thralldom. And now, like any human felons, they are to meet the ignominy of execution. For, once the American people have satisfied their curiosity, they are to be towed out to the waste places of the sea and there shot to death by the guns of the American Navy, to lie at least as battered junk piles on the ocean's bottom. The terms of their award to the United States by the Allied Naval Mission after they had been surrendered under the provisions of the Versailles Treaty provide that they must be destroyed within one year.

CAPTIVE SHIPS DEPRESSING

There was none of that little company that went out on the destroyer Caldwell to meet them at the Ambrose channel light vessel but was moved by the death-like stillness through which they came. Nor was there officer or man who failed to find the exultant thrill with which he first viewed them parading over the horizon swiftly chilled into a feeling almost of pity at this open humiliation of craft that had been so strong.

And then, each man's gaze would stray to the U. S. S. Transport Hancock, bringing up the rear of the spreading line. Each, as he looked would remember that here on the decks of the Hancock were lined the coffins of seventy-five American sailors and marines who died in hospitals in France and whose bodies were being brought back from Brest. And each, as he remembered, would forget that instinctive feeling of pity and would tell himself:

"These beaten things are fitting convoy for those who come behind."

The hushed harbor was no sign of indifference. Men crowded the rails of stately liners and lowly freighters, tugs and scurrying pleasure crafts slipped close for a view. But though they gazed and gazed they did not cheer, they did not wave. Now and then at the word of some skipper a hand would go to a whistle cord and a blast would follow the trail of steam across the water. Then the welcomer would discover that the scream of his siren was unseemly and quickly it would be quenched. There was no agreement about it, no previous understanding; it just wasn't a thing for Americans to gloat noisily about and individually and severally they just didn't.

So there came the inevitable contrast with other harbor scenes that followed the ending of the war. Pershing's return, the homecoming of beloved divisions, the visits of the King of Belgium and the Prince of Wales, with all their fervored frenzy of noisy, joyous greeting, were recalled as the five vessels, with their escort, passed the Battery and steamed for their anchorage in the Hudson River, off Eightieth Street, while the Hancock veered off to the Navy Yard. No great crowds watched them, and everywhere those who did but emphasised the impression that here was stark, bitter defeat, at which those who had helped to conquer might look, but over which they might not shout.

Their bottoms, when now and then the tumbling water afforded a glimpse, were foul and slimy, their plates were bare and dreary, their paint, where any remained, was scratched and scarred. Ravished of every bit of their bright work, stripped of instruments, their muted guns wantonly hacked, the three destroyers marred from their bath in the Scapa Flow, where the Germans sank them the dreadnought showing rudely patched wounds she got from a mine while running away after the battle of Jutland, they were a depressing spectacle of the First Battle Squadron, under command of Rear Admiral Schmidt.

The Ostfriesland, ninth in the line in the Jutland sea fight and credited by the Germans with having sunk the British battle cruiser Black Prince, led the captives. Captain J. F. Hellweg, who commanded the long, tedious crossing—just about a month from Brest—made her his flagship because she was the only one able to steam alone, and took in tow the fast cruiser Frankfurt, one of the hardest-worked German craft during the war.

TUGS TAKE VESSELS IN TOW

At the channel mouth Captain Hellweg slipped the cables and let three tugs take the tow, while he proceeded into the harbor alone. The minesweepers Falcon, Rail and Redwing dragged along the three destroyers, the G-102, originally built for the Argentine Government as the Santiago, and thirty-five tons larger than any destroyer in our navy; the S-132, of about 600 tons displacement, and the V-43.

There were twenty-six officers and 350 men on the Ostfriesland, a skeleton crew of fifty or sixty men with a handful of officers on the Frankfurt while five seamen had the run of each of the destroyers.

Every one of those who made the voyage may have said a little prayer of thankfulness when it was over, for to the last man they were aware of a taunting German boast that the ships never would reach the United States. At first they thought that boast nothing worse than the chagrined mouthings of frightfulness, but just before they reached the Azores the dreadnought sprang a mysterious leak in her water feed line. It was hard to locate, according to officers aboard, and, before it was discovered, the water was climbing rapidly toward the fires. That meant explosion and disaster if it were not checked in time.

From the moment the ships put out of Brest there had been extraordinary watch kept for any maliciousness of that sort and it was determined before it was too late. The little fleet laid up for a week while repairs were made and while carpenters finished their job of improvising furniture for the officers out of packing cases and boards, for the Germans had stripped away everything movable before they surrendered the vessels.

In advance of reporting to the Navy Department, the officers had little to say regarding the technical aspects of their prizes. It is known that the ships are to undergo the thorough scrutiny of a variety of naval experts, that any clever secret of enemy construction may go to enrich the craftsmanship of our own navy. The ships, every one, were, called splendid examples of their classes by those who viewed them with trained eyes, but so many of the finer fittings and instruments were gone, that it was doubtful if they would yield any valuable secrets of gunnery or navigation, though they might offer some suggestions in construction and engineering.

Officers who crossed in the Ostfriesland were puzzled and reticent about the discovery in her, during the continual search that was carried on, of a number of secret compartments. Many of these were completely shut off by riveted plates and all were so cunningly worked into the design of the ship and so neatly concealed they would have escaped detection under any ordinary inspection. Some of the compartments seemed to have been so fitted they could have been used as staterooms or extra quarters, which lent more zest to the speculation as to their precise purpose.

The ships are to remain anchored in the Hudson about two weeks, during which time they will be open to public inspection according to arrangements to be announced by the Navy Department probably today. After that the Ostfriesland, at least, will tour other ports.

Then the United States navy will have some historic target practice:

Says America Has 12 League Votes

Butte, Mon., Aug. 18.—President Wilson "put one over" on Premier Lloyd George of Great Britain in the distribution of voting strength in the League of Nations, Franklin D. Roosevelt, Democratic Vice Presidential nominee, declared in an address here today.

"The Republicans are palying a shell game on the American people," the nominee said, because "they are still busy circulating the story that England has six votes to America's one. It is just the other way. As a matter of fact, the United States has about twelve votes in the Assembly.

"Until last week I had two of them myself, and now Secretary Daniels has them. You know I have had something to do with the running of a couple of little republics. The facts are that I wrote Haiti's Constitution myself, and, if I do say it, I think it a pretty good Constitution."

Mr. Roosevelt said that Haiti, Santo Domingo, Panama, Cuba and Central American countries, which had at least twelve votes, in the League's Assembly, all regarded Uncle Sam as a guardian and big brother, and that this country practically would have their votes in the League.

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And the Oh, So Good!
CHOCOLATES, CANDIES SWEETS, ETC.
for which
THE Purity SHOP
has become famous, with COOL WEATHER they will serve HOT BOVRIL, BEEF TEA, SOUPS, COFFEE, TEA, SANDWICHES, and other appetising satisfiers, that will enable you to make a QUICK LUNCH at a small cost.
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New Stocks in Shanghai
The phenomenal success of Resinol Soap as a Bath and Toilet adjunct, led to stocks being sold out quicker than anticipated.
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RESINOL SOAP
MEDICATED FOR THE SKIN AND COMPLEXION
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A PARAMOUNT PICTURE

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"FATTY IN CONEY ISLAND"
TWO PARTS
MATINEE TODAY at 3.15 p.m. SHOWING "WOLVES OF THE RAIL" AND THE FIRST TWO EPISODES OF THE "CARTER CASE"

-:- Financial And Commercial News -:-

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock Banks	Quotations Closing
H. K and S. B. ..	$570 B.
Chartered	£80
Russo-Asiatic	Rs. 250
Marine Insurances	
Canton	H.$370
North China	Tls. 153
Union of Canton..	Hk. 175 B.
Yangtsze	$23 B.
Far Eastern Ins. Co., Ltd.....	Tls. 20
Fire Insurances	
China Fire .?....	$128
Hongkong Fire...	$318
Shipping	
Indo-China Def...	H.$205 S.
Indo-China Pref..	$18 B.
"Shell"	15/- S.
Shanghai Tug ord.	Tls. 50
Shanghai Tug pref.	Tls. 35 B.
Mining	
Kaiping	Tls. 19 B.
Oriental Cons.....	17/-
Raub	$1.30
Docks	
Hongkong Dock .	H.$151 B.
Shanghai Dock ..	Tls. 120 B.
New Eng. Works .	Tls. 25 B.
Wharves	
Shanghai Wharf...	Tls. 157
Hongkong Wharf .	H.$85½ B.
Lands and Hotels	
Anglo-French Land	Tls. 71 B.
Shanghai Land...	Tls. 64½ B.
Weihaiwei Land..	Tls. 3
S'hai Hotel Ltd. .	Tls. 54 B.
China Realty (ord.)	Tls. 50
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 555
E-wo (pref.)	Tls. 85
Laou-kung-mow...	Tls. 385
Oriental	Tls. 205
Shanghai Cotton .	Tls. 275
Kungyik	Tls. 50
Yangtszepoo	Tls. 32½
Yangtszepoo Pref.	Tls. 85
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 219 S.
Green Island	H.$8.20 B.
Langkats	Tls. 16 S.
Major Bros	Tls. 5
S'hai Sumatra ...	Tls. 98
Stores	
Hall & Holtz	$10½ S.
Llewellyn	$30
Lane, Crawford...	$83 B.
Moutrie	$40
Watson	Tls. 6.60 B.
Weeks	$11
Rubbers (Local)	
Alma	Tls. 5 B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 7½ B.
Anglo-Dutch	Tls. 3
Ayer Tawah	Tls. 20 B.
Batu Anam 1918.	Tls. 0.70
Bukit Toh Alang	Tls. 1¾ B.
Bute	Tls. 0.70 B.
Chemor United...	Tls. 0.70 B.
Chempedak	Tls. 5
Chong	Tls. 1¼
Consolidated	Tls. 2 B.
Dominion	Tls. 4 B.
Gula Kalumpong .	Tls. 4 B.
Java Consolidated	Tls. 12 B.
Kamunting	Tls. 3
Kapala	Tls. 0.25
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroe	Tls. 3 B.
Kroewoek Java ..	Tls. 13 S.
Padang	Tls. 6 S.
Pengkalan Durian	Tls. 3
Permata	Tls. 1 B.
Repah	Tls. 0.50
Samagaga	Tls. 0.65 B.
Seekee	Tls. 1
Semambu	Tls. 0.65
Senawang	Tls. 4
S'hai Klebang ...	Tls. 0.55
Shanghai Malay .	Tls. 3½ S.
S'hai Malay pref..	Tls. 8 B.
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50
Sungei Duri	Tls. 6½
Sua Manggis	Tls. 3½ S.
S'hai Kalantan ..	Tls. 0.25 S.
S'hai Seremban ..	Tls. 0.60
Taiping	Tls. 0.80
Tanah Merah	Tls. 0.80
Tehong	Tls. 14½ S.
Ulobri	Tls. 2¼
Zianghe	Tls. 4 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 13 S.
Shanghai Trams .	Tls. 67
Shanghai Gas	Tls. 14½ B.
Horse Bazaar	Tls. 34
Shanghai Mercury	Tls. 25
S'hai Telephone...	Tls. 70 S.
S'hai Waterworks..	Tls. 121

S. Sellers. Sa. Sales. B. Buyers.

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PARIS EXCHANGE

(French Wireless Service)

Paris, September 17.—Exchange quotations:

London	52.98
New York	15.09
Belgium	106.00
Italy	65.25
Rumania	29.50
Switzerland	244.75
French War Loans:	
3 percent	54.15
4 percent 1917.....	68.80
4 percent 1918.....	69.45
5 percent	85.45
5 percent 1920.....	100.15

Exchange and Bullion

Shanghai, September 18, 1920.

Exchange and Bullion

Sovereigns: buying rate, @ 5/11 = Tls. 3.38
@ exch. 72.8 = Mex. $4.64

Gold Dollars: Bank buying rate, @ 104 = Tls. 0.96
@ exch. 72.8 = Mex. $1.32

Mex. Dollars Market Rate: 72.5

Shanghai Gold Bars: 978 touch Tls. 229

Bar Silver 998 touch .. Tls. 111

Copper Cash .. per tael 192.500

Native Interest ..... Tls. 14

Latest London Quotations

Bar Silver ..... 60d.
Bank Rate of Discount 7%
Ex., Paris on London Fr. 52.98
Ex., New York on London T.T. G.$3.ba

Exchange Closing Quotations

London	T.T.	5/11
London	Demand	5/11¼
India	T.T.	308½
Paris	T.T.	1570
Paris	Demand	1573
New York	T.T.	103¾
New York	Demand	104
Hongkong	T.T.	71½
Japan	T.T.	49
Batavia	T.T.	318
Singapore	T.T.	39

Bank's Closing Buying Rates

All Nominal

London	Demand	6/1
London ....4 m/s. Cdts.		6/3
London ....4 ms. Docy.		6/3½
London ....6 m/s. Cdts.		6/4¼
London ....6 m/s. Docy.		6/4¾
Paris	4 m/s.	1670
New York .. o/d. Docy.		106¾
New York ..4 m/s. Docy.		111½

Tourists' Exchange

@ Bank's Closing Demand buying Rates

£10 @ exch. 6/1 = Sh. Tls. 32.88

G.$50 @ exch. 106¾ = Sh. Tls. 46.84

Fr. 250 @ exch. 1620 = Sh. Tls. 15.43

1 Shanghai Tael = Mex. $1.37

Bank's selling rate for Mexican Dollars.

BANKS SELLING RATE FOR MARKS

Marks 4,900 ..... = Tls. 100
" 100 ..... = Mex. $2.82

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 20,000 ..... = Tls. 100
" 100 ..... = Mex. $0.69

Exchange Shop Rates

Buying:	100	Old Roubles	$1.35
"	100	New "	$0.65
Selling:	100	Old "	$1.45
"	100	New "	$0.75

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls.	3.07	@ 5/10¾	$1
"	0.87	@ 103¾	G.$1
"	1	@ 1503	Fr. 16.7s
"	1	@ 49	Yen 2.27
"	1	@ 305	Rus. 3.40
"	1	@ 1.50	Mex. $1.56
"	1	@ —	Roubles. —

THE man who would forge to the front in this competitive age must be a man of prompt and determined decision. Like Caesar, he must burn his ships behind him, and make retreat forever impossible. Prompt decision and sublime audacity have carried many a successful man over perilous crises where deliberation would have been ruin. Are you still undecided about WIDLER'S MUSK, if so it won't be for long. Forget all the other trade names by which Musk is known but remember WIDLER'S MUSK, the MUSK that will eventually predominate. Send Chinese Postal Money Orders for $300 to MR. ELLY WIDLER, TATSIENLU, SZECHUEN PROVINCE, and he will mail you a sample of one pound of WIDLER'S MUSK. Tel. Widler-Tatsienlu. Bentleys Code.

Shanghai Produce & Stock Exchange

Transactions

Shanghai, September 18, 1920.

Japan Trust Bank Ltd.
Tls. 8.00 September

Japan-China S. & W. Co.
Tls. 28.40 September
" 28.30 October
" 28.70 November

Nisshi Boseki Kaisha
Tls. 7.50 September
" 7.90 October
" 8.20 November

Shanghai P. & S. Exchange
Tls. 24.00 September
" 24.20 October
" 24.40 November

Local Yarn for Standard: 16's
Tls. 148.00 October
" 148.00 November

Water Moon 16/20's
Tls. 153.00 November
" 153.00 December
" 152.00 January
" 151.00 February

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions yesterday

Shanghai, September 18, 1920.

Chinese Bonds 1st year 6%
$19.50 September
$19.70 October

Han-Yeh-Ping
$29.70 September

The Chartered S. & P. Ex.
$52.40 September
$54.10 October

Tungchow Cotton
Tls. 27.90 November
" 27.90 December
" 28.00 January
" 28.10 February

Shanghai Cotton
Tls. 24.40 October
" 24.00 December

Local Yarn for Standard 16's Cloudy Stork
Tls. 150.00 September
" 148.00 October
" 147.90 November

Local Yarn For Standard 20's Cloudy Stork
Tls. 162.00 September

Bean Oil for Standard Kee-Chong-Yeen Oil & Co., Shanghai
Tls. 9.75 September
" 9.85 October
" 9.95 November
" 147.70 December

Bean Cakes with rim for Standard Kee-Chong-Yeen Oil & Co., Shanghai
Tls. 10.70 September

Honan Bean
Tls. 3.03 October
" 3.00 November

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A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding

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Stock Exchange

Transactions

Shanghai, September 18, 1920.

OFFICIAL
Shanghai Dock Tls. 120.00

UNOFFICIAL
New Eng: Tls. 25.00

Share Market

In their report dated September 17, Messrs. J. P. Bisset and Co. write as follows:

There is no improvement in the local Share Market since the issue of our last circular and the few transactions recorded call for no comment.

FRENCH MARKETS

(French Wireless Service)

Paris, September 17.—Market quotations:

Marseilles, September 17:

Rice cleaned (Saigon)	195
Green peas (Japan)	140
Potato starch	150

Le Havre, September 17:

Cotton, First quality	561
" Second quality	559
" Third quality	545

Lyons, September 17:

Raw Silks:

Cevennes	260
Italy	275
Syria	235
Japan	250
China	290
Canton	210

Vessels Due

Ajax, *Liverpool*	Sep.	20
Chenan, *Tsingtao*	Sep.	23
Chipchung, *Baltimore*	Sep.	22
Chungking, *Hankow*	Sep.	27
E. of Asia, *Hongkong*	Sep.	25
E. Trader, *S. Francisco*	Sep.	22
Fengtien, *Tientsin*	Sep.	22
G. Apcar, *Calcutta*	Sep.	21
Hsinchi, *Foochow*	Sep.	19
Hsin Peking, *Ningpo*	Sep.	19
Hwahta, *Hankow*	Sep.	20
Irene, *Tientsin*	Sep.	20
Kashgar, *London*	Sep.	24
Kasuga Maru, *Japan*	Sep.	21
Kiangfoo, *Hankow*	Sep.	24
Kianghsin, *Hankow*	Sep.	25
Kaingteen, *Ningpo*	Sep.	21
Kiangyu, *Hankow*	Sep.	21
Kiangyung, *Hankow*	Sep.	27
Koonshing, *Tientsin*	Sep.	19
Kutwo, *Hankow*	Sep.	22
Liangchow, *Hongkong*	Sep.	25
Loongwo, *Hankow*	Sep.	26
Luenyi, *Hankow*	Sep.	19
Nganking, *Hankow*	Sep.	23
Omi Maru, *Japan*	Sep.	26
Paul Lecat, *Japan*	Sep.	20
Rudja, *Hamburg*	Sep.	20
Sado Maru, *London*	Sep.	19
Sakaki Maru, *Dairen*	Sep.	24
Shengking, *Hankow*	Sep.	25
Shuntieu, *Tientsin*	Sep.	19
Sinking, *Hongkong*	Sep.	20
Suiwo, *Hankow*	Sep.	19
Stentor, *Liverpool*	Sep.	21
Sunning, *Hongkong*	Sep.	27
ung *Hankow*	Sep.	26
Tean, *Hongkong*	Sep.	23
Teireslas, *Liverpool*	Sep.	26
Toonan, *Newchwang*	Sep.	19
Tuekwo, *Hankow*	Sep.	23
Tungchow, *Tientsin*	Sep.	26
Tungshing, *Hongkong*	Sep.	19
Tungwah, *Tientsin*	Sep.	20
Waishing, *Hankow*	Sep.	20
Wakanoura Maru, *Japan*	Sep.	27
Woosung, *Hankow*	Sep.	24
Woosung, *Hankow*	Sep.	26
West Jena, *Seattle*	Sep.	24
Wuchang, *Hankow*	Sep.	20
Yamashiro Maru, *Japan*	Sep.	19
Yawata Maru, *Japan*	Sep.	22
Yushun, *Tientsin*	Sep.	19

ASTOR HOUSE HOTEL

TIENTSIN

Cable Address

ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

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ALL KINDS OF PASTRIES AND CAKES

CAKES OF ALL KINDS MADE TO ORDER

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WILKINSON'S "TIMBORITE"

A Perfect Wood Preservative & Stain

IN

Browns & Greens (3 shades each)

FOR

Protecting Woodwork from Dryrot, Decay, Fungus, Attacks from Vermin and White Ant Ravages

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A Decorative Material

Invaluable for: Railway Sleepers, Wood Paving, Telegraph & Telephone Poles, Verandahs, Fencing &c.,

Preventative against: Damp Walls and Crumbling Stone

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Good Rope Preservative

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LET US FIT YOU

with a pair of these comfortable, beautiful and dainty glasses.

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Chinese Optical Company
P.351 Nanking Road

CHANG FOONG FLOUR

"Field Gun" Brand Equal to the Best Imported Flour.

Our Flour is milled from the finest quality Chinese Wheat, and is of the highest grade. Our daily output is about 15,000 bags.

Our Flour is highly recommended by all Chinese and foreign consumers. We supply it to all parts of China and any part of Europe.

We solicit your inquiries and patronage: the former will have our immediate attention.

Motor Truck Delivery

CHANG FOONG FLOUR MILL CO.

Head Office, 43A, Kiangse Road: Tel. Central 2480
SHANGHAI

TRY IT IN YOUR BATH

By Appointment To H.M. The King

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES

Of all Grocers, Chemists, etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., CUILDFORD STREET, LONDON, S.E.

SAN MIGUEL

Pale Pilsen Beer

Brewed from the finest American Malt and Hops

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Look, here is a Treasure Ground!

All art-lovers, should not fail to see our wonderful collection: The best and largest in China.

Comprising an exhibition of every description of Chinese curios.

CHOW, TSIN, HAN, TANG, SUNG, YUEN, MING AND CHING DYNASTIES ARE ALL REPRESENTED.

Every article is guaranteed to be the product of the period stated.

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LEE VAN CHING proprietor.
416 RUE EUGENE BARD, FRENCH CONCESSION, SHANGHAI, CHINA.

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28788.

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Chief Office: Ludgate Circus, London, E. C.

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The Ideal Beverage For The Summer

Gande, Price & Co., Agents

UNDER NEW MANAGEMENT

SAVOY HOTEL

Re-modelled and Re-furnished

A Strictly First-Class Family Hotel, at Moderate Rates

Satisfactory Home with Excellent Service and Superior Cuisine

SPECIAL RATES FOR MONTHLY GUESTS

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A. B. C. Telegraphic Code, Sixth Edition, Five-Letter Words	$35.00
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Bentley's Complete Phrase Code, New Edition	20.00
Webster's New International Dictionary, For 1920 Edition	13.50

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111 Szechuen Road, Shanghai

THE

Great Northern Garage Co.

COSY COMFORTABLE CARS CAREFUL CHAUFFEURS

Tel. North 1463 — 14 Astor Road — Next "The Troc."

Southampton Celebrates Pilgrim Fathers Departure

Southampton, England, July 24.—Scenes attending the departure 300 years ago of that little band of adventurers known to history as the Pilgrim Fathers were re-enacted today in a pageant inaugurating a four days' celebration of the tercentenary of the sailing of the Mayflower. The pageant was preceded by a luncheon tendered by the Lord Mayor. There were 400 guests, including prominent persons in American and British official life and the heads of various Anglo-American societies.

Southampton, desirous of reminding the world of her proud claim to fame as the original port of embarkation of the founders of the American commonwealth, is vying with Plymouth in commemorating the event. By staging today's pageant, which is entitled "John Alden's Choice," at the ancient quayside near the west gate, through which the Pilgrims left because no roadway existed, and garbing the performers in Puritanical dress, an attempt was made to have the reproduction as historically faithful as possible. The gate has remained through the intervening centuries as a veritable monument to the Pilgrim voyagers.

Outstanding events of American history, including the Boston tea party, Lincoln making his address at Gettysburg and American intervention in the recent World War were depicted by the pageant, which will be repeated on Monday, Tuesday and Wednesday's programs of the celebration.

HONMA HOSPITAL
No. 8A Miller Road.
Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Uretroscope
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Massage Treatment

TRY OUR
ELECTRIC TURKISH BATH
And Massage Treatment
Wonderfully Refreshing
Care of your HEALTH is your Best Policy.
Prof. I. K. SETO
15, Nanking Road, Tel. C. 2768

NOTICE

To all whom it may concern, I, Archd. G. Lang, from this date am no longer responsible for any debts incurred by or on behalf of my wife.

A. G. LANG,
Shanghai, 17th September, 1920.
32184

The Banque Industrielle de Chine

will receive from now on until 30th November 1920, subscriptions to the 6% New French Government Loan of 1920, and grant most favourable terms to intending subscribers.
32004

Dr. James Yuking,
Specialist in the treatment of Venereal Diseases and Piles.
78 Nanking Road.
Piles guaranteed to be cured within ten days after one treatment without operation or pain.
Office hours: 9-12 and 1-5 daily.

Municipal Notification
No. 2703

7 PER CENT. LOAN, 1920
Price of Issue until further notice 92½ per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92½ per cent until further notice and will be redeemed on December 31, 1930.

The scrip will be issued in denominations of Tls 1,000, Tls 500 and Tls. 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 mominal will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary
Council Room,
Shanghai, April 12, 1920.
31785

Dingle's New Map of China
Is Now Ready . . .
In English and Chinese throughout. All styles—roll, folded and in sections. Over 10,000 names. Complete record of productions. Tls. 20 complete
Far Eastern Geographical Establishment
No. 6 Kiukiang Rd. Tel. C. 3071

BUSINESS AND OFFICIAL NOTICES
(Continued from Page 28)

Rhubarb

A sample bag, containing twenty pounds net of thoroughly dried Tibetan Rhubarb, will be mailed to your address on receipt of Chinese Postal Money Order to twelve dollars, together with full particulars. Address: Mr. Elly Widler, Tatsienlu, Szechwan Province.

To all whom it may concern. As from September 10th, I, Robert L. Ward, am no longer responsible for debts contracted by or on behalf of my wife.

ROBERT L. WARD.
Shanghai, 18th Septemebr, 1920.
32222

Dr. Furstenberg M.D.
Specialist in urinary, venereal skin and internal diseases.
Hours 11-1 and 4-6 p.m.
25 Avenue Edward VII. Ben Building.
Tel. C. 838 30857

MUNICIPAL NOTIFICATION
No. 2715.

SHANGHAI MUNICIPAL COUNCIL 6 PER CENT. STERLING LOAN, 1920.
Amount £750,000
Price of Issue £100 per cent.

UNDER the authority of Resolution VII passed at the Annual Meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for Bearer Debentures (with coupons attached) in the 6 percent. Sterling Loan of 1920, which is issued on the following terms:—

(1) Debentures to Bearer, with Sterling interest coupons attached, will be issued at £100 percent in denominations of £1,000, £500, £100 and £50.

(2) The Debentures of this issue will bear interest at the rate of 6 percent per annum, payable on June 30 and December 31 in each year by sterling demand draft on London at par, or in silver (local currency) at the Hongkong and Shanghai Banking Corporation's Shanghai current demand buying rate on London on date of presentation of the relative coupon. The first payment of interest will be made on December 31, 1920.

(3) Applications, accompanied by payment in full, will be received by the Hongkong and Shanghai Banking Corporation, No. 12 The Bund, on and after May 1, up to and including June 30, 1920, the Council reserving to itself the right of closing the subscription lists on any day previous to June 30, 1920, by Notification in the Municipal Gazette and Public Press of Shanghai.

(4) Payment on application will be accepted in Silver (local currency) at the Hongkong and Shanghai Banking Corporation's current selling T.T. rate on London and will bear interest from date of payment, or in Sterling by T.T. or Demand Draft on London. Interest on payments made in Sterling will only accrue from the date on which the relative remittances are received by the Hongkong and Shanghai Banking Corporation, London.

The cost of all telegrams involved through payment by Sterling T.T. shall be paid by the applicant.

Payment will be acknowledged by Banker's Receipt pending issue of the Debentures.

In the event of any applicant not being allotted the full amount applied for, the amount overapplied for will be repaid in full, plus interest at the rate of 6 percent per annum from the date payment was received in Shanghai or London to the due date of repayment in Shanghai, as notified to the applicant by special notice from the Council.

(5) The Loan will be redeemed at par on June 30, 1950, but may be redeemed by the Council in whole or in part on June 30, 1930, and/or on any subsequent date or dates on which the half-yearly interest is payable, subject to the Council giving six calendar months' notice in the Municipal Gazette and Public Press of Shanghai. In the event of any partial redemption of the loan the numbers of the Debentures to be redeemed will be decided by drawing. The numbers of such drawn Debentures will be notified in the Municipal Gazette and Public Press of Shanghai not less than three months prior to the date of repayment.

Application forms can be obtained on and after May 1, from the Hongkong and Shanghai Banking Corporation, No. 12 The Bund, or from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.
Council Room,
Shanghai, April 19, 1920.
31786

Hankow and Ports

The San Peh S.N. Co.'s Steamer "Hwahlee" Captain Lee, will leave from the Ningshao Wharf, Chinese Bund Nantao, on Tuesday, the 21st Sept., at about 12 o'clock (midnight) (Cabins fitted with electric fans). Passage money, Shanghai to Hankow, $36 single and $54 return. For Freight or Passage apply to the office of the Company No. 19-21 Avenue Edward VII. Telephones: Freight 1520 and Passage 3283.
32228

YOM KIPPUR

The Palestine Association "Kadimah" will hold religious services during the DAY OF ATONEMENT in the ROYAL ASIATIC SOCIETY'S HALL (5 Museum Road).

Order of services:

Sept. 21st 6 p.m. KOL NIDREI.

Sept. 22nd 8.30 a.m. SHAHARITH.

Sept. 22nd 10.30 a.m. MASKIR NESHOMOS AND MUSAF.

Sept. 22nd 5.30 p.m. NEILAH.

All funds will be for the benefit of the PALESTINE RESTORATION FUND.

Reservations may be made on Monday between 5 and 7, and on Tuesday 21st between 3 and 4 p.m.

THE COMMITTEE.
32210

WEI-HAI-WEI

Well-furnished rooms, with good private bathrooms and wide private verandahs, to let with board at Narcissus Bay, Wei-Hai-Wei. Houses stand next to Main-land Golf Course, and have good bathing beach and tennis court. Also Sulphate Baths. Apply Mrs. Niven. Wei-Hai-Wei.
31554

NOTICE

As from September 1st, 1920, Mr. Geo. K. Ward has no further connection with this Company and Power of Attorney held by him has been withdrawn.

UNITED STATES TRADING CORPORATION,
12 Nanking Road,
Shanghai, China.
3210

EDEN HOSPITAL
Men's Department
P372 *Nanking Road*
Open to the public
Hours 10 a.m. to 4 p.m.
Special consideration to men in uniform.

Dr. Wm. S. GREGG, Oph. D.
Specialist in Eye Diseases
Glasses Prescribed and Fitted Scientifically.
Hours 9—12 2—5
15 Nanking Road, Cor. Szechuen Road
(American Oriental Bank Building)
Third Floor—Take Elevator.
30645

FOR SALE

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened at 10:00 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P.I., in 1885, Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value $28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.
31914

Ecole Municipale Francaise
(247, Avenue Joffre - C. Telephone 455)

L'Ecole Municipale Francaise, ouverte aux enfants de parents Europeens et Americains seulement, comprend une classe enfantine, et des Cours en langue francaise et en langue anglaise.

Ces cours, organisee selon les plus nouvelles methodes d'enseignement correspondent a ceux qui sont suivis dans le premier cycle des etudes de nos lycees, latin compris, (jusqu'a la seconde).

Les examens que pourront des maintenant passer les eleves sont le Brevet Elementaire et, s'ils le veulent, les Cambridge local examinations.

Il est bon de noter aussi l'ouverture a partir d'Octobre d'un cours commercial qui sera appele a rendre les plus grands services pratiques.

La retribution, payable mensuellement et d'avance, est ainsi fixee:

Jardin d'enfants et
Cours intermediaire $ 6 par mois
Cours preparatoire .. $ 6 par mois
9e et 8e ..... $ 9 par mois
7e et 6e ..... $11 par mois
5e, 4e, 3e a et b. ..... $14 par mois

La fourniture des objets courants de papeterie est faite gratuitement. Les livres classiques sont vendus au prix de revient.

Des reductions sont faites dans le cas ou des freres et des soeurs sont en meme temps presents a l'Ecole.

Les reglements, les Programmes et une demande d'inscription seront envoyes sur demande adressee au Directeur de l'Ecole.

Le Directeur se tiendra a la disposition des parents pour l'inscription des nouveaux eleves ou pour tout autre renseignement tous les jours de 10 h. a midi.

La rentree des classes est fixee au Lundi, 27 Septembre, a 8 heures ½ du matin.

Par ordre,
Le Secretaire du Conseil,
P. LEGENDRE.

French Municipal School,
(247 Avenue Joffre - C. Telephone 455)

The French Municipal School, which is open to children of European and American parentage only, consists of:

1°) Infant department. 2°) Lower School, (3e Middle School, 4e) Upper School.

Classes will be held in preparation of both French examinations (Brevet Elementaire) and English examinations (Cambridge local examinations).

The fees, payable monthly in advance, are:

Kindergarten .....$ 6 p.m.
Preparatory course ...$ 6 p.m.
9e and 8e degree ....$ 9 p.m.
7e and 6e degree .....$11 p.m.
5e, 4e, 3e a and b. ....$14 p.m.

Stationery is provided free. Text books are supplied at cost price. A reduction in fees is made when more than one child from the same family is in attendance at the School.

Applications for admission are being now received and Prospectus, Syllabus and forms of entry can be obtained from the Headmaster.

The Headmaster will be at the Parents' disposal every day from 10 to 12 a.m.

The School will re-open on Monday 27th September, at 8.30 a.m.

By order,
P. LEGENDRE.
Secretary.
32137

BUREAU OF TRANSLATIONS

All kinds of Russian-English-French translations done by expert translators—Commercial, literary, technical. Special care given to documents, contracts, etc. INTERPRETERS AVAILABLE for court hearings and verbal negotiations. 18 Range Road.
31738

Gula-Kalumpong Rubber Estates Limited

Share Certificates for the recent new issue of capital of the Company are now ready and may be obtained by shareholders at the office of the undersigned in exchange for the temporary receipts already issued.

By Order of the Local Board
ILBERT & CO., LTD.
Local Secretaries.
Shanghai, 17th September, 1920.
32175

FRESH MILK
delivery twice daily.
EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
89 Avenue Dubail
Tel. C. 2175

Shanghai Race Club

4th Extra Race Meeting, 1920
2nd October.
5th Extra Race Meeting, 1920
9th October.

PROGRAMMES and Entry-Forms for the above Extra Race Meeting have been published.

ENTRIES will close at the Grand Stand at 7 p.m., on Wednesday, 22nd September, 1920.

By Order of the Stewards,
A. W. OLSEN,
Secretary,
SHANGHAI RACE CLUB.
32191

Public Stenographer
Astor House Hotel
31326

Dah Shing Garage
Tiendong Road
(Corner of Seward Rd., Hongkew)
Tel. North 2276
Nice comfortable cars at your service. Monthly hire for office hours $60.
Tariff: 1st class, $4 per hour
2nd class, $3 per hour
¼ hour for $1.
Also repairing of Ford Cars, etc.
32014

New French Government Loan 6%

The Banque de L'Indo-Chine beg to inform the public that a new French Government Loan will be issued from 20th October to 30th November 1920.

Subscriptions will be received from this day at the following conditions:

Interest: 6 francs per 100 francs capital (Perpetual).

Price of issue: 100 francs, payable in full on the date of subscription.

Bons de la Defense Nationale; Bons du Tresor; Obligations de la Defense Nationale and Rente Amortissable 3 1/2 %, will be received in payment.

The following will also be accepted in payment, but only up to one half of the amount subscribed for: Rente Francaise 5% 1915, 1916 and 1920; 4% 1917 and 1918.

The best conditions of exchange will be granted by

THE BANQUE DE L'INDO-CHINE
31823

NOTICE

Doctors and Patients Concerned: Please note that my telephone number will be North 393, and address 52-A Range Road, from September 18th, 1920.

Yours respectfully,
EDWARD OLSON, D.N.
32168

ELLIS AND KELLEY

Teachers of banjo and saxophone. Pupils solicited. Address Carlton Cafe.
32161

KINGMAN & BROS.

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operation on modern scientific principles, and supply:

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

TEL. CENTRAL 515
40, Szechuen Road, Shanghai.

China Lace Guild
96 Szechuen Road

Filet, Irish, Venetian Point Lace and Embroidery manufacture and export
31348

LADIES

Arrived on the Empress of Asia, a selection of the latest evening gowns, street and tailored dresses of poire-twill, tricotine, chiffon Velvets, Duvtyns, etc., etc., etc.

These gowns will be shown at the Astor House, room 308, from 10 a.m. to 4 p.m. Daily; or by Special Appointment.
32198

Dr. R. Holper, M.D.
Specialist in venereal, urinary, skin and internal diseases.
15 NANKING ROAD
(Corn. Szechuen Road)
Office hours 11-1 and 4-6
Residence 77 Avenue Dubail
Tel. Cental 726
27310

Shanghai-Nanking Railway

Special Express Excursion Each Sunday during September and October, 1920.

Up train.			Down train.		
Shanghai North	Dep. 8.15	A.M.	Wusih	Dep. 14.55	P.M.
Henli	Arr. 9.18	„	Soochow	Dep. 16.10	„
Kunshan	Arr. 9.26	„	Kunshan	Dep. 17.03	„
Soochow	Arr. 10.20	„	Henli	Dep. 17.10	„
Wusih	Arr. 11.15	„	Shanghai North	Arr. 18.15	„

RETURN FARES

	1st class	2nd class	3rd class
Shanghai North-Henli	$3.60	$1.80	$0.90
Shanghai North-Kunshan	3.60	1.80	0.90
Shanghai North-Soochow	4.50	2.25	—
Shanghai North-Wusih	6.00	3.00	—

The running of this special will commence on Sunday, 19th September, 1920.

By order,
THE TRAFFIC MANAGER.
32170

S.H.N.R.

HANGCHOW BORE EXCURSION

Do not leave the Far East without seeing this Phenomenon of Nature

Tuesday, Wednesday and Thursday, September 28, 29 and 30, 1920

IF YOU HAVE ALREADY SEEN IT, GO AGAIN

As no two demonstrations are similar, and the spectacle of the unbridled Forces of Nature impresses and mystifies even when the origin is scientifically understood.

WE WILL TAKE YOU FROM SHANGHAI TO HSIAO AND BACK.

Comfortable Rolling Stock—Express Speed.
MEALS EN ROUTE.
BOAT FROM HSIACHIAO TO HAINING
Railway Enclosure at Haining on banks of Tsien Tang River.
Reasonable Charge of Fares, $6.00; Meals, $3.50.
EXCURSION TICKETS ONLY AVAILABLE ON THE DATE SPECIFIED ON THE TICKET.
Tickets will be on sale at Shanghai North Station Booking Office (only) on and after the 21st September.
Ticket holders are at their discretion to board or alight from trains at Jessfield or Siccawei Stations.

HANGCHOW BORE

TRAIN AND BOAT SERVICES.

OUTWARD:

Limited Express Excursion Train

		28th	29th	30th	
Shanghai North	dep.	5.45	6.10	6.35	a.m.
Jessfield	arr.	6.00	6.25	6.50	„
Siccawei	„	6.06	6.31	6.56	„
Hsiachiao	„	8.40	9.05	9.30	„

Native Boats.

From Station to Boats or from Boats to Railway Enclosure it only requires 5 minutes walk for each trip.

RETURN.—Boat 2 hours.

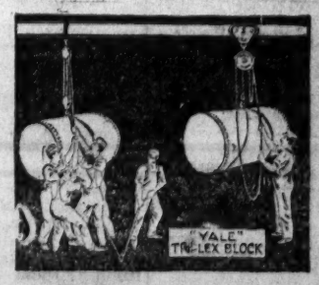
Limited Express Excursion Train

		28th	29th	30th	
Hsiachiao	dep.	4.35	5.35	6.35	p.m.
Siccawei	arr.	7.19	8.22	9.19	„
Jessfield	„	7.26	8.29	9.25	„
Shanghai North	„	7.45	8.45	9.40	„

TRAFFIC MANAGER,
SHANGHAI HANGCHOW NINGPO RAILWAY.

YALE & TOWNE HOISTS!

Compare the old method on this side



with the new on this

For prices and particulars, apply to
FEARON, DANIEL & CO., INC.
18B, Kiangse Road,
Sole Agents in North China

SARDINES
IN OIL and IN TOMATO
ANCHOVIES IN OIL,
of the BEST FRENCH MANUFACTURERS
SWEETMEAT CASTLE
16 Nanking Road, Entrance in Szechuen Road.

CIGAR MANUFACTURING CO.
Culenborg (Holland).

These Famous Dutch Cigars will be On The Market Again within A Few Days.

OF ALL LEADING TOBACCONISTS.

ZYLSTRA TRADING CO.
Agents For China
SHANGHAI

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,000,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ipoh	Rangoon
Bangkok	Karachi	Saigon
Batavia	Klang	Seremban
Bombay	Kobe	Shanghai
Calcutta	Kuala-Lumpur (F. M. S.)	Singapore
Cawnpore	Madras	Sourabaya
Canton	Manila	Tientsin
Cebu	Medan	Tavoy (Lower Burma)
Colombo	Peking	Taiping
Delhi	Penang	New York
Haiphong	Puket	Yokohama
Hankow		
Hongkong		
Iloilo		

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

Banque De L'Indo-Chine

	Fcs.
Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1/6/20)	69,500,000.00

Head Office:
15 bis, Rue Laffite, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mongtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knaben."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong Canton.

P. C. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $23,000,000

Reserve Liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors
Hon. Mr. E. V. D. Parr, Chairman.
A. H. Compton, Esq., Deputy Chairman.
G. M. Dodwell, Esq.
G. T. M. Odkins, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.

Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Acting Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
Capital Contributed by	**Kup-Tls.**
Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendse)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZEMBSKI.
Managers for Branches in Asia.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,880.00
Reserve Fund	$1,298,522.66
Special Reserve Fund	$1,898,898.08

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Shanghai, 15th February, 1919.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-up Capital ..Fr. 50,000,000
Reserves .....Fr. 12,027,956

Head office: BRUSSELS
London Office: 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits, according to arrangemements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: £1,000,000
Capital paid up £850,000

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S.Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital ...$1,000,000.00
Reserve Fund 435,461.99

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Min, Sub-Manager.
Ming Chia, T. D. Woo, Acting Sub-Manager.

International Banking Corporation

Capital and Surplus: $10,000,000
Undivided Profits: U.S. $3,200,000

Owned By
THE NATIONAL CITY BANK OF NEW YORK.
Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street
Branches:

China	Japan
Canton	Kobe
Hankow	Yokohama
Harbin	
Hongkong	Java
Peking	Batavia
Shanghai	Sourabaya
Tientsin	
Tsingtau	Panama
Dominican Republic	Colon
Barahona	Panama
Puerto Plata	
San Pedro de Macoris	Philippine Islands
Sanchez	Cebu
Santiago	Manila
Santo Domingo	
India	Straits Settlements
Bombay	Singapore
Calcutta	
Rangoon	

BRANCHES OF
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Italy
Buenos Aires	Genoa
Once (Buenos Aires)	Peru
Rosario	Lima
Belgium	Porto Rico
Antwerp	Ponce
Brussels	San Juan
Brazil	South Africa
Bahia	Cape Town
Pernambuco	Spain
Porto Alegre	Barcelona
Rio de Janeiro	Madrid
Santos	Trinidad
Sao Paulo	Port of Spain
Chile	Uruguay
Santiago	Montevideo
Valparaiso	Calle Rondean (Montevideo)
Colombia	Venezuela
Barranquilla	Caracas
Bogota	Ciudad Bolivar
Medellin	Maracaibo
Cuba	
Havana and 22 other cities in Cuba	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

Banque Industrielle de China

Capital authorised	Frs. 250,000,000
Capital subscribed	" 150,000,000
Capital paid up ..	" 75,000,000
Reserve	" 30,000,000

One third of the Capital i. e. Frs. 50,000,000 subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: Andre Berthelot
General Manager: A. J. Pernotte

HEAD OFFICE:
74 Rue Saint Lazare, Paris
BRANCHES:
Marseilles, New York, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton Foochow, Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Development du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.

Taels, Dollars, Gold Accounts
Interest allowed on current accounts in Gold or local currency and fixed deposits on application.

Every description of Banking and exchange business transacted. Savings accounts in Gold and local currency.

S. LION,
Manager.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society)
Established 1824.

Paid-up Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,284 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Palembang
Bandoeng	Penang
Cheribon	Pontianak
Djember	Rangoon
Djokjakarta	Semarang
Hongkong	Singapore
Kobe	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok Betong
Padang	Tjilatjap
Pekalongan	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of East Asia, Ltd

Authorised Capital	$2,000,00
Paid up Capital	2,000,00
Reserve Fund	200,00

Head Office:—2 Queen's Road Central, Hongkong.
Shanghai Branch:—30 The Bund.
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted.
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

LI TSE FONG,
Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN Acting Manager.

THE CHEKIANG INDUSTRIAL BANK, LIMITED

Established 1908

Capital	$1,000,000.00
Reserve Fund	81,425.61
Resources	10,000,000.00

Financing China's Imports & Exports

For purposes of commercial financing, we establish credits here and abroad, thru our Foreign Correspondents, for importers and exporters in Sterling and U.S. Dollar Credits, as well as other currencies on arrangements.

We invite communications and inquiries concerning our facilities and services.

THE CHEKIANG INDUSTRIAL BANK, LIMITED
U 39 Peking Road,
SHANGHAI BRANCH.

LI MING,
Manager.

Telephones: C. 3145 Mgr's. Office: C. 2147 General Office
Cable Address: "Chindusbank," Shanghai.

ASIA
BANKING CORPORATION

CAPITAL $4,000,000 SURPLUS $1,100,000

An American Institution

HEAD OFFICE NEW YORK CITY 35 Broadway.

HEAD OFFICE FOR FAR EAST SHANGHAI (Corner Kiukiang & Kiangse Rds).

All descriptions of Banking Business transacted in any part of the world.

A Research Bureau has been established to facilitate and promote trade between the U. S. and China.

STOCKHOLDING BANKS:

Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings and Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

Cable Address, 'BANKASIA"

Shanghai Telephone Central 1825.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1918
Head Office: Tientsin

Subscribed Capital	$3,000,000.00
Paid-Up Capital	$1,620,000.00
Reserve Fund	$ 54,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Changchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinatti	

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, both in taels and dollars, according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager
T. D. Zar, Sub-Manager

PARK-UNION
FOREIGN BANKING CORPORATION

Fully Paid Capital and Surplus $3,250,000

HEAD OFFICE, NEW YORK

Owned and controlled By
The National Park Bank, New York Union Bank of Canada

BRANCHES:

SAN FRANCISCO		SEATTLE
PARIS	TOKYO	YOKOHAMA

SHANGHAI BRANCH: 1 Kiukiang Road. Telephone C. 1174

Interest allowed on both Current and Fixed Deposit Accounts; every description of Banking and Exchange business transacted.

TEACH YOUR CHILDREN "HOW TO SAVE"

By depositing money regularly with this Bank, you are teaching your children the habit of saving. When they are twenty years old, they will find it a great help. The following table shows handsome totals that a monthly deposit of $3 will grow into:—

Age	Amount	Age	Amount
1	$ 37.17	11	$ 710.54
2	76.88	12	821.12
3	119.98	13	943.09
4	167.53	14	1,077.66
5	220.72	15	1,226.05
6	280.44	16	1,389.58
7	348.72	17	1,569.91
8	427.73	18	1,768.70
9	519.10	19	1,987.74
10	610.17	20	2,229.29

THE SHANGHAI COMMERCIAL & SAVINGS BANK, LTD.

Head Office: 9 Ningpo Road
Hongkew Branch: 15 N. Szechuen Road

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Provisions. Prices In Local Market.

Prices quoted are in Mexican dollar cents at Hongkew Market Compiled on September 14, 1920.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	25-30
Cod	"	25-30
Mandarin	"	40-50
Mackerel	"	25-30
Pomfret	"	30-35
Salmon	"	25-30
Samli	"	none
Soles	"	25-30
Whitebait	"	25-30
Game, Poultry And Eggs		
Deer	each	none
Duck	"	40-70
Hare	"	none
Eggs	per doz.	20-24
Fowl	per lb.	22-25
Geese	each	60-80
Partridge	"	none
Pheasant	"	none
Pigeons	"	16-18
Plover	each	none
Quail	"	16-20
Snipe	"	14-16
Teal	"	20-22
Turkey	per lb.	45-50
Woodcock	each	none
Wild Duck	"	none
Wild Geese	"	none
Wild Pigeons	"	none
Plover	each	none
Fruit		
Apricots	per lb.	none
Apples	"	10-14
Bananas	"	5-6
Cherries	per lb.	none
Figs	per doz.	5-6
Grapes	per lb.	15-20
Lemons	each	10-12
Lichees	per lb.	none
Mangoes	each	none
Oranges	per dozen	$1.60-$1.80
Peaches	per lb.	none
Pears	"	10-14
Persimmons	"	8-10
Peeboes	"	none
Plums	"	none
Pumeloes	each	15-18
Pineapploies	"	10-12
Strawberries	per lb.	none
Walnuts	per lb.	none
Vegetables		
Artichokes	each	none
Asparagus	per doz.	20-30
Broad Beans	per lb.	5-6
Beetroot	per bunch	3-4
Bamboo Shoots	per lb.	none
Cabbage	each	5-6
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	3-4
Egg Plant	per lb.	5-6
French Beans	per lb.	10-12
Green Corn	each	1-3
Leeks	per bunch	3-4
Mushrooms	per lb.	60-80
Onions	"	3-4
Parsnips	per bunch	3-4
Peas	per lb.	none
Potatoes	per pic.	$1.60-$1.80
Spinach	per lb.	6-8
Tomatoes	"	8-10
Turnips	per bunch	none
Grain And Flour		
Flour, American	50 lb.	$5.50
Flour, Australian	"	$5.35
Flour, Shanghai	"	$3.10
Rice	200 lb.	$14.40
Milk		
Foreign dairies	per bottle	$0
Chinese dairies	"	11
Fuel		
House Coal	per ton	Tls. 17.50
Stove Coal	"	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 Articles		$3.00-$4.00

E. Kilner,
Chief Inspector.

Launch Services

TOMORROW

The tender Gutzlaff conveying passengers and mails on board the P. and O. s.s. Khiva will leave the Customs Jetty at 5 p.m.

Wednesday, September 22, 1920

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Paul Lecat will leave the French Mail jetty at 2 p.m.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 9 p.m.

Saturday, September 27, 1920

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 8 a.m.

Shanghai Trust Co.

We undertake the duties of trustees; purchase and sale of property; take charge of rentals; and write fire and marine insurance at lowest current rates.

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88 Kiangse Road, Shanghai.

VORONOFF GRAFTS GLANDS AT CLINIC

French Scientist Demonstrates Theories At College Of Physicians And Surgeons

DETAILS ARE KEPT SECRET

Those Present Refuse To Affirm Report That Dogs Were The Subjects

New York, August 14.—Dr. Serge Voronoff, Director of the Laboratory of Physiology at the College de France, who has been conducting a series of experiments in the transference by surgery of glands from old animals to young, yesterday morning lectured and gave a practical demonstration of his theories at the College of Physicians and Surgeons, Columbia University's medical school. Only members of the faculty were present.

Although Dr. Voronoff has been in this country nearly a month and has received thousands of requests for lectures, demonstrations and interviews he consented only a few days ago to perform an operation for the benefit of teachers of medicine. Whether this will be his only clinic before his return to France could not be said even by his wife, who has been his official spokesman.

About the clinic, held at the surgical department of the College of Physicians and Surgeons in West Fifty-ninth Street, surgeons who were present rigidly observed the professional rule of silence. No official statement was issued either by Dr. Voronoff or by Dr. Sidney R. Burnap, associate dean of the college, who is in charge of the institution in the absence of Dean Walter R. Darrah.

Scraps of information available here and there pieced out the brief information of Dr. Burnap that the Paris physician had given a demonstration of his theory and methods of operation. Dr. Voronoff was at the institution a few minutes more than three hours and it was learned that the greater part of this time was spent in the surgical rooms of the college, where instruments and animals had been provided for the operation.

None of those present would even so much as affirm or deny the report that dogs had been used in the demonstration. In most of his experiments in Paris Dr. Voronoff has been using goats grown especially for the purpose. In only one of his tests has a human being been the subject according to Mme. Voronoff. It that test a chimpanzee's glands were transplanted. Mme. Voronoff also said that in about three years' experimenting more than 100 successful operations had been performed on animals.

Dr. Burnap would only say that Dr. Voronoff had been invited to the college as one of the foremost surgeons of France, and that he had accepted the invitation after it had been represented to him that his demonstration and the giving of first hand information on his theories and methods would tend toward the advancement of medical science in this country.

It has not yet been decided by the members of the faculty whether any report on the clinic could be made later with the consent of Dr. Voronoff. Under the rules observed by members of the French Academy of Sciences, of which Dr. Voronoff is a member reports are submitted to that body and publication is delayed at least three months.

Shipping Items

The P. and O. s., Dunera was expected to leave Bombay for Straits, Hongkong and Shanghai on Thursday.

The Holland East Asiatic Line s.s. Atjeh, from Hamburg and Rotteruam, left Singapore on Saturday, the 11th and is expected to arrive in Shanghai tomorrow.

The C.M. s.s. Irene left Tientsin for Newchwang and Shanghai on Thursday.

The I-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The I-C. s.s. Tungshing is expected to arrive in Shanghai from Hongkong and Swatow today.

The C.M. s.s. Hsinchi left Foochow for Shanghai on Friday morning.

The C.M. s.s. Hwahta left Hankow for Shanghai on Friday.

The I-C. s.s. Waishing left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The C.M. s.s. Yushun left Tientsin for Chefoo and Shanghai on Thursday.

The C.M. s.s. Tungwah left Tientsin for Chefoo and Shanghai on Friday.

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. Wharf today.

The Adl. Line s.s. Alloway left Batavia for Honolulu on Sunday, September 12.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The C.M. s.s. Toonan left Chefoo for Shanghai on Friday.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin, Chefoo and Weihaiwei today.

The B.I. s.s. Gregory Apcar, from Calcutta on August 30, was expected to leave Hongkong for Shanghai yesterday.

The S.P. s.s. Mingshun left Tientsin for Shanghai on Thursday morning.

The S.P. s.s. Hwahkuei left Chefoo for Shanghai on Thursday night.

The Adl. Line s.s. Mercer arrived at Singapore from Dairen on Wednesday and sailed for Cardiff on the same day.

The Adl. Line s.s. Waban arrived at Portland from Shanghai on Tuesday.

The Adl. Line s.s. Montague left Manila for Yokohama on Wednesday.

The I-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Tean will leave Hongkong for Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Thursday.

The P. and O. s.s. Kashgar, from London on August 6, is expected to leave Hongkong on Tuesday and is due in Shanghai on Friday, the 24th.

The Glen Line s.s. Glenariffe, from London, was expected to leave Dairen this afternoon and is due in Shanghai this evening.

The P. and O. s.s. Devanha which sailed from Shanghai on July 20, arrived in London on September 11.

The I-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Ngankin will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangfoo will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Woosung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Shantung will leave Hongkong for Shanghai on Tuesday.

The N.Y.K. s.s. Kasuga Maru will leave Nagasaki for Shanghai today and is expected to arrive at the Wayside Wharf on Tuesday.

The N.Y.K. s.s. Yawata Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

The Blue Funnel s.s. Ajax, from Liverpool left Hongkong on Friday and is due in Shanghai tomorrow.

The Blue Funnel s.s. Stentor, from Liverpool, was expected to leave Hongkong for Shanghai yesterday.

The Blue Funnel s.s. Teiresias, from Liverpool, left Singapore for Hongkong and Shanghai on Friday.

The M.M. s.s. Paul Lecat left Kobe at 8 o'clock Friday evening and is due in Shanghai about 7 o'clock tomorrow morning. The Lecat will moor at the M.M. Lower Buoy and will sail for Marseilles and ports on Wednesday. The tender Whangpoo with passengers and mails will leave the French Mail jetty at 2 o'clock Wednesday afternoon.

The N.Y.K. s.s. Katori Maru arrived in Shanghai from Seattle and ports yesterday morning and will sail for Hongkong today.

The Adl. Line s.s. Iconium left Shanghai for Hongkong on Thursday.

The Adl. Line s.s. West Raritans left Dairen for Manila on Thursday.

The U.S. gun-boat Villalobos arrived in Shanghai yesterday afternoon and is mooring at the U. S. Naval Buoy, off French Bund.

The U.S. destroyers Greer 145, Warnall 143, Tarbell 142, Lea 118 and Elliot 148 arrived in Shanghai yesterday afternoon and moored at the French Naval Buoy and the P. and O. Upper Buoy respectively.

The P. and O. s.s. Khiva arrived in Shanghai from Kobe yesterday morning and will sail for London and ports at daylight Tuesday. The tender Gutzlaff with passengers and mails will leave the Customs jetty at 5 o'clock tomorrow evening.

Passengers Arrived

Per C.N. s.s. Hsin Peking from Ningpo: Dr. P. Hodges, Mr. and Mrs. Sanders and child, Mrs. warley and child, Mrs. Borth, Messrs. Petarson Watson, 6 Sisters of Charity.

Per C.M. s.s. Kiangyung from Hankow: Capt. Leach, Mr. and Mrs. Koenig and 2 children, Mr. and Miss Levy, Mrs. Martimer, and child, Mr. Ross, 3 Sisters of Charity.

Per C.N. s.s. Tungchow from Tientsin and ports: Mr. and Mrs. Fowlet, Mr. and Mrs. Weatherhead, Mr. and Mrs. Wavell, Supt. and Mes. Wilson, Mesdames Hunter Carbell, March, Misses Marshall, Newcombe, Macleod, Messrs. Clark, Heal, Platt, Southenayd, Vallack, Bell, Dr. Bellinghurst.

Per C.M. s.s. Hsinming from Tientsin: Capt. and Mrs. W. H. Lunt; from Chefoo: Mr. and Mrs. Bishop and child, Mr. Morris.

Per C.N. s.s. Chenan from Hongkong: Mr. Levy, 6 Naval Ratings.

Per C.P.O.S. s.s. Empress of Japan from Hongkong: Lt. and Mrs. McGinnis and child, Capt. L. C. Richardson, Mr. and Mrs. Lai Man-wai, Mr. and Mrs. Chan Tung-shang, Messrs. C. H. Dodds, W. J. Hunt, W. D. Hopson, J. L. A. Maher, J. L. Wagener, K. H. Hok, K. N. Hok, C. P. Hsueh, S. T. Wu, Chang Pak-chun, Chan Chun-man, Peter Leong.

Per C.N. s.s. Poyang from Hankow: Messrs. Box, Knudsen, Shipway, Combe, Mrs. Kundsen and family, Mrs. Shipway and child, Miss Knudsen, Dr. Vallet, 2 Naval Ratings.

Per I-C. s.s. Luenho from Hankow: Mr. Perkins; from Kiukiang: Mr. Taylor, Mrs. Harris and infant, Mrs. Berthet.

Per C.M. s.s. Kiangwah from Hankow: Miss Weattan and child, Mr. Fairburn.

Per C.N. s.s. Suiyang from Hongkong: Messrs. A. Pile, A. M. Simpson, R. Lapsley, J. Murhead, P. F. Farrel; from Amoy: Mr. R. Chra.

Per K.M.A. s.s. Kaiping from Chinwangtao: Mrs. and the 2 Misses Armistead, Mr. and Mrs. Bates and 2 children, Mr. and Mrs. S. M. Cowles and 2 children, Messrs. Tribe, Hawkings, Mrs. J. C. Clarke and 3 children.

Per N.Y.K. s.s. Katori Maru from Seattle and Japan: Rev. A. Gagnon, Misses E. M. Flower, A. H. Zierdt, Mrs. Capen and 2 children, Mrs. E. Christie, Mrs. H. A. Patin, Mrs. S. E. Dabinson, Mrs. William and child, Mr. and Mrs. Armstrong, Mr. and Mrs. A. H. Ferguson and child, Mr. and Mrs. G. F. Jenkins and 3 children, Mr. and Mrs. J. W. Barrow, Mr. and Mrs. W. H. McEwen, Mr. and Mrs. M. J. Moucev and 2 children, Mr. and Mrs. G. Grimble, Mr. and Mrs. E. J. C. Daneubero, Mr. and Mrs. E. J. Westbook and child, Rev. and Mrs. J. Smale, Messrs. C. E. Heffelinger, W. R. Munay, A. Obodorsky, J. H. Barring, R. C. Howlett, E. M. Kendall and children, C. M. Edew, W. E. Iles, E. A. Hoges, S. Platt, J Moore, G. Marin, E. Cote, R. T. Capen, H. B. Ammerman, L. Broomhall, R. F. Snyder, E. A. Drake, E. A. Gracie, P. R. A. Sharpe, B. Obodorsky, J. G. Porter, D. McEwen, M. D. Walker, M. Capin, J. V. Nally, E. M. William, F. J. Clifford, M. W. Edwards, E. E. Ward, B. M. Botelho, A. F. Guterres and 3 children, C. L. Kilen and child, A. E. Horney, L. L. Weir, S. A. Pao.

Passengers Departed

Per C.M. s.s. Hsinming for Tientsin: Mr. and Mrs. Koenig and 2 children, Mrs. Wur, Messrs. J. Bourke, Liyuying.

Per C.M. s.s. Enean for Wenchow: Mr. and Mrs. Grierrer.

Per N.Y.K. s.s. Katori Maru for Hongkong: Messrs. P. J. Kearney, H. J. Lopes, Park, Mr. and Mrs. Sorenson and 2 children, Miss Morgan, Comdr. James Hay, Major John Cordon, Mrs. Yakimoff, Miss A. Harrison.

AMUSEMENTS

LYCEUM THEATRE

FAREWELL SEASON
T. DANIEL FRAWLEY
AND
HIS ENTIRE COMPANY
LAST WEEK

MONDAY, 20th	By Special Request "THREE WISE FOOLS"
TUESDAY, 21st	The Great Society Play "SCANDAL" By Cosmo. Hamilton
WEDNESDAY, 22nd	"IT PAYS TO ADVERTISE"
THURSDAY, 23rd	By Special Request "POLLY WITH A PAST"
FRIDAY, 24th	By Special Request "LIGHTNIN"
SATURDAY, 25th	Last Night "FAIR AND WARMER"

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Prices As Usual 31880

AT THE **ISIS** Theatre :: To-morrow
September 20th, 21st, 22nd and 23rd
WILLIAM DUNCAN
in
"THE MAN OF MIGHT"
A wonderful melodramatic serial in 15 episodes 30 parts
Episode 7: "Into The Trap"
Episode 8: "The One Chance"
Episode 9: "The Crashing Horror"

Extra Attraction
Friday, Saturday and Sunday,
September 24th, 25th and 26th
CHARLIE CHAPLIN
In his Fouth Million Dollar Comedy
"A DAY'S PLEASURE"

NORMA TALMADGE
in
"THE HEART OF WETONA"
Five parts fascinating Select Drama

To-day's MATINEE at 3 p.m.
"THE MAN OF MIGHT",
Episodes 4, 5, and 6

To-night, The Last Night
FANNIE WARD IN
"THE NARROW PATH"
An Extra Selected Star Photoplay in five parts.

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Cool • Clean • Comfortable
"Cool" doesn't express it—it's the *Coolest* Café in town. Good things to eat and drink.
Yours for Service,
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WHERE ONLY YOU CAN SEE THE BEST.

ON MONDAY, TUESDAY AND WEDNESDAY
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By Special Engagement
MLLE.
FARELLA
FROM THE "RENAISSANCE" of Paris
in
HER BEST EXPRESSION SONGS
Very Attractive and Entertaining. ALSO
GOLDWYN PRESENTS
THE MOST BEAUTIFUL WOMAN ON THE AMERICAN STAGE
AMERICA'S GREAT EMOTIONAL ACTRESS
JANE GOWL
IN AN APOTHEOSIS OF THE "FADE-OUT"
"THE
6 PARTS SPREADING DAWN" 6 PARTS
"THE SPREADING DAWN" is a picturization of a remarkable story by BAZIL KING which, when it was published in the SATURDAY EVENING POST attracted country-wide attention.
It details the story of a romantic girl who meets with a heartbreaking disappointment in love, only to have her faith restored in a remarkable manner.

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THE CHARMING STAR THE
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IN HER LATEST SELECT PICTURE
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6 parts THE APPEALING STORY OF THE WOMAN WHO BUILT A BARRIER TO HER OWN HAPPINESS 6 parts
GIRLS! BACHELORS!
WOULD YOU MARRY ANYBODY FOR WEALTH? SEE WOULD YOU PURCHASE A WIFE?
This Tense photo-drama of real life superbly acted and produced the Select way
AT THE APOLLO ON THURSDAY, FRIDAY, SATURDAY & SUNDAY
September 23rd, 24th, 25th and 26th

MATINEE TO-DAY at 3 p.m.
"The girl you can't forget," "The New Ellen Terry,"
Miss MAE MARSH
In one of the screen's strongest love stories:
"THE BELOVED TRAITOR"
IN 6 PARTS
There is no class of people, young or old, to whom "The Beloved Traitor" will not carry an appeal. It is replete with thrilling scenes and full of deep heart interest.
"SNUB" POLLARD in "FIND THE GIRLS" One-reel Comedy full of fun.
TO-NIGHT at 9.15 p.m.
"FLAME of the DESERT"
7 part Drama Featuring:
GERALDINE FARRAR
and LOU TELLEGEN

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Haining Road
(THE HOUSE FOR SERIALS)
PROGRAMME FOR TODAY
MATINEE AND EVENING
"The Mystery of 13"
7th and 8th Episodes.
4 Parts
"Adventures of Maciste"
1st and 2nd Episodes.
4 Parts.
MONDAY PROGRAMME
"Adventures of Maciste"
3rd, 4th, 5th and 6th Episodes.
8 Parts.
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Universal's Super-Serial
"The Midnight Man"
Vitagraph's Special Serial
"Perils of Thunder Mountain"
Featuring Antonio Moreno

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PROGRAMME
for
10th September
1. COMIC
2. On His Majesty's Guard
First and Second Parts
In 5 Parts
3. Russian Drama
"I KERU SHIKABANE"
In 5 Parts
WITH SONG

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Six-Part Tremendous Drama of Redemption
"Laughing Bill Hyde"
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the famous wit and lariat thrower of the "Follies"
It's one of the strongest and most human stories ever written.
In his struggle for redemption Bill fights and fights hard—but the winning smile is ever apparent, a sort of Godgiven charm that trouble and lots of it can't vanquish.
WHENEVER YOU ARE IN DANGER
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"ETHEL BARRYMORE"
In a Sensational Five-Part "METRO" Master-Play of an Original Drama by George Scarborough
"THE FINAL JUDGMENT"

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangyang, Capt. C. Smith, will leave on Sunday, Sept. 19, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangwah, Capt. McArthur, will leave on Monday, Sept. 20, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Monday, Sept. 20, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Isuzuho, 2,868 Tons, Captain Woodgett, will sail for the above-mentioned ports from Hunt's Wharf on Monday, Sept. 20, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Suiwo, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, September 21, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

FUKOW.—The China Navigation Co.'s Steamer Suiyang, Captain J. Gibbs, will leave from the Watung Wharf on Tuesday, Sept. 21, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Frazier, will leave from the French Bund on Tuesday, September 21, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain Pickard, will leave on Wednesday, Sept. 22, at 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Waishing, 1,864 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday, Sept. 22, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2,664 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, Sept. 23, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241., Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S Tsekwo, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Friday, September 24, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Nganking, Captain Meathrel, will leave from the French Bund on Friday, Sept. 24, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

WENCHOW.—The Str. Hsean, Capt. T. H. Wallace, will leave on Sunday morning, September 19. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. E. Edwards, will leave from the French Bund on Monday, September 20, at 4:30 p.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Capt. D. D. Ross, will leave on Tuesday, Sept. 21, at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Szechuen, Captain W. Benson, will leave from the French Bund direct for the above ports on Tuesday, Sept. 21, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG, CANTON.—The China Navigation Co.'s Str. Sinkiang, Capt. C. W. Puckett will leave from the French Bund on Thursday, Sept. 23 at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Chenan, Captain P. R. Purslow, will leave from the French Bund on Saturday, Sept. 25, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

TIENTSIN Direct.—The Str. Hsinming, Capt. Mackinnon, will leave on Sunday morning, Sept. 19. For Freight or Passage apply to C.M.S.N. Co.

NEWCHWANG.—The China Navigation Co.'s Str. Chinkiang, Capt. B. A. Thomson, will leave on Sunday, Sept. 19, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Str. Tungchow, Capt. Harris, will leave from the Pootung Wharf on Monday, Sept. 20, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN Direct.—The Str. Yushun, Capt. J. H. Davis, will leave on Tuesday morning, Sept. 21. For Freight or Passage apply to C.M.S.N. Co.

ANTUNG.—The China Navigation Co.'s Steamer Kwellin, Captain A. McDowell, will leave on Tuesday, Sept. 21, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

CHINWANGTAO Direct.—The K.M.A., will despatch the s.s. Kaiping, on September 21. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel 1114.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Str. Shuntien, Captain H. A. Walker, will leave from the French Bund on Tuesday, Sept. 21, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Steamer Shansi, Captain R. Lewis, will leave on Wednesday, Sept. 22, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

TIENTSIN DIRECT.—The Kailan Mining Administration, will despatch the s.s. Kwangping, on Sept. 23. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1114.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Chekiang, Captain E. L. Jones, will leave from the French Bund on Thursday, Sept. 23, at 10 a.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tie No. 77 Passage Tel. No 401.

TSINGTAO.—The China Navigation Co.'s Steamer Tean, Capt. Wm McDonald will leave from the Watung Wharf on Saturday, September 25, at 10 a.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Fengtien Captain McIntosh, will leave from the French Bund on Saturday, Sept. 25, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

VLADIVOSTOK DIRECT.—The s.s. Shinyue, Capt. Puchert will be despatched from Shanghai on or about September 28th. For Freight or passage apply to L. V. LANG, NO. 8 French Bund, (Telephone Nos: Central 4720 and 3059).

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sep. 20	—	Seattle	Deuel	Am.	S. & Dix
Sep. 21	—	Portland, Or.	West Nivaria	Am.	C. P. Co.
Sep. 22	—	San Francisco	E. Trader	Am.	S. & Dix
Sep. 24	—	New York via P'ma	Chipchunk	Am.	S. & Dix
Sep. 25	—	Vancouver	†E. of Asia	Br.	C.P.O.S.
Sep. 26	—	Seattle	West Himrod	Am.	S. & Dix
Sep. 26	—	New York	Ajax	Br.	B. & S.
Sep. 27	—	San Francisco	†China	Am.	China Mail
Oct. 2	—	San Francisco	†Korea Maru	Jap.	T. K. K.
Oct. 9	—	San Francisco	†Colombia	Am.	P.M.S.S. Co.
Oct. 9	—	Seattle, etc.	†Katori Maru	Jap.	N. Y. K.
Oct. 10	—	Seattle	Endicott	Am.	Adl. Line
Oct. 14	—	San Francisco	West Hepburn	Am.	Dollar Co.
Oct. 15	—	San Francisco	†Siberia Maru	Jap.	T.K.K.
Oct. 16	—	Seattle	West Jena	Am.	S. & Dix
Oct. 23	—	Vancouver	†E. of Russia	Br.	C.P.O.S.
Oct. 23	—	San Francisco	West Ira	Am.	Dollar Co.
Oct. 24	—	Vancouver	Melville Dollar	Br.	Dollar Co.
Oct. 30	—	San Francisco	West Harta	Am.	Dollar Co.
Oct. 30	—	Vancouver	†Monteagle	Br.	C.P.O.S.
Oct. 31	—	San Francisco	†Tenyo Maru	Jap.	T.K.K.
Nov. 2	—	Vancouver	Harold Dollar	Br.	Dollar Co
Nov. 4	—	San Francisco	†Nanking	Am.	China Mail
Nov. 6	—	San Francisco	†Venezuela	Am.	P.M.S.S. Co
Nov. 7	—	Seattle	W. of Montana	Am.	Adl. Line
Nov. 9	—	San Francisco	†Nile	Am.	China Mail
Dec. 18	—	Seattle, etc.	Fushimi Maru	Jap.	N.Y.K.

FOR JAPAN PORTS

Sep. 20	—	Kobe	Sado Maru	Jap.	N.Y.K.
Sep. 21	—	N'saki, K., Y'hama	Hanasaki M.	Jap.	N. Y. K.
Sep. 22	—	Moji, Kobe, Osaka	Yamashiro Maru	Jap.	N. Y. K.
Sep. 24	—	N'saki, K., Y'hama	Kasuga Maru	Jap.	N. Y. K.
Sep. 25	—	Moji, Kobe, Osaka	Yawata Maru	Jap.	N.Y.K.
Sep. 29	—	Moji, Kobe, Osaka	Omi Maru	Jap.	N.Y.K.
Sep. 30	—	N'saki, K., Y'hama	Wakanoura Maru	Jap.	N.Y.K.
Oct. 2	—	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Sept. 21	—	London, etc.	†Khiva	Br.	M. M. & Co.
Sep. 22	—	Marseilles, etc.	Paul Lecat	Fr.	M. M. Cie
Sep. 26	—	Trieste, etc.	†Hungaria	Ital.	D. & Co.
Sep. 28	—	Liverpool, etc.	Eurypylus	Br.	B. & S.
Sep. 29	—	Liverpool, etc.	Tottori Maru	Jap.	N.Y.K.
Sep. 30	—	London, etc.	†Tamba Maru	Jap.	N.Y.K.
Sep. ..	—	A'dam & Hamburg	Baaran	Dut.	H.C.T. Co.
Oct. 2	—	London, etc.	†Nankin	Br.	M. M. & Co.
Oct. 5	—	Liverpool, etc.	Titan	Br.	B. & S.
Oct. 8	—	Bombay, etc.	†Dunera	Br.	M. M. Co.
Oct. 10	—	Hamburg, etc.	Nagato Mars	Jap.	N.Y.K.
Oct. 11	—	London, etc.	Mishima Maru	Jap.	N.Y.K.
Oct. 14	—	London, etc.	Peleus	Br.	B. & S.
Oct. 16	—	London, etc	†Kashgar	Br.	M. M. & Co.
Oct. 17	—	Liverpool, etc.	Keemun	Br.	B. & S.
Oct. 21	—	Antwerp, etc.	Telesias	Br.	B. & S.
Oct 21	—	Hamburg, etc.	Helenus	Br.	B. & S.
Oct. 25	—	Liverpool, etc.	Wakasa M.	Jap.	N. Y. K.
Oct. 28	—	Liverpool, etc.	Telamon	Br	B. & S.
Oct. 30	—	Trieste, etc.	Africa	Ital.	Dod. & Co.
Nov. 4	—	Hamburg, etc.	Idomeneus	Br.	B. & S.
Nov. 4	—	Liverpool, etc.	Antilochus	Br.	B. & S.
Nov. 11	—	Antwerp, etc.	Elpenor	Br.	B. & S.
Nov. 18	—	Antwerp, etc.	Atreus	Br.	B. & S.
Nov. 25	—	Liverpool, etc.	Telemachus	Br.	B. & S.
Dec. 2	—	Antwerp, etc.	Agapenor	Br.	B. & S.

FOR SOUTHERN PORTS

Sep. 19	—	Hongkong	Katori Maru	Jap.	N.Y.K.
Sep. 19	—	Wenchow	Hsean	Chi.	C.M.S.N. Co.
Sep. 20	4.30	Ningpo	Hsin Peking	Br.	B. & S.
Sep. 21	9.00*	Hongkong, Canton	Szechuen	Br.	B. & S.
Sep. 21	3.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Sep. 23	10.00*	A. H'kong, C'ton	Sinkiang	Br.	B. & S.
Sep. 25	10.00*	S. H'kong, C'ton	Chenan	Br.	B. & S.
Sep. 26	—	Hongkong, Manila	Cross Keys	Am.	A. Line
Sep. 30	—	Hongkong	Siberia Maru	Jap.	T. K. K.

FOR NORTHERN PORTS

Sep. 19	D.L.	Newchwang	Chinkiang	Br.	B. & S.
Sep. 19	—	Tientsin	Hsinming	Chi.	C.M.S.N. Co.
Sep. 19	D.L.	Chefoo & Tsingtao	Hangsang	Br.	J. M. & Co.
Sep. 20	3.00	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Sep. 21	—	Tientsin	Yushun	Chi.	C.M.S.N. Co.
Sep. 21	D.L.	Antung	Kwellin	Br.	B. & S.
Sep. 21	—	Chinwangtao	Kaiping	Br.	K.M.A.
Sep. 21	3.00	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Sep. 22	D.L.	Antung	Shansi	Br.	B. & S.
Sep. 22	4.00	W'wei, C'foo, T'tsin	Koonshing	Br.	J. M. & Co.
Sep. 22	—	Tientsin, etc.	Kohoku M.	Jap.	O. S. K.
Sep. 23	—	Tientsin	Kwangping	Br.	K.M.A.
Sep. 23	10.00*	W'wei, C'foo, T'tsin	Chekiang	Br.	B. & S.
Sep. 25	9.00*	Tsingtao & Dairen	Sakaki Maru	Jap.	S. M. R. Co.
Sep. 25	10.00*	Tsingtao	Tean	Br.	B. & S.
Sep. 25	10.00*	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Sep. 27	9.00*	Tsingtao, Dairen	Kobe Maru	Jap.	S.M.R. Co.

FOR RIVER PORTS

Sep. 19	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co
Sep. 20	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co
Sep. 20	M.N.	Hankow, etc.	Luenho	Br.	J. M. & Co.
Sep. 20	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Sep. 20	D.L.	Wuhu	Ekang	Br.	J.M. & Co.
Sep. 21	M.N.	Hankow, etc.	Suiwo	Br.	J. M. & Co.
Sep. 21	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Sep. 21	9.00*	Pukow	Sulyang	Br.	B. & S.
Sep. 22	M.N.	Hankow, etc.	Kwahta	Chi.	C.M.S.N. Co
Sep. 22	M.N.	Hankow, etc.	Waishing	Br.	J. M. & Co.
Sep. 22	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Sep. 23	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Sep. 23	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Sep. 24	M.N.	Hankow, etc.	Tsekwo	Br.	J.M. & Co.
Sep. 24	M.N.	Hankow, etc.	Nganking	Br.	B. & S.
Sep. 25	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Sep. 26	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co
Sep. 27	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep. 27	M.N.	Hankow, etc.	Wosang	Br.	J. M. & Co
Sep. 27	M.N.	Hankow, etc.	Shengking	Br.	B. & S.

† CARRYING MAIL.
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

CANADIAN PACIFIC OCEAN SERVICES LIMITED

TRANS-PACIFIC LINES

S. S. "MATTAWA"

will leave SHANGHAI on or about September 24th.

For Manila and Singapore

For Bills of Lading, Freight Rates, etc., apply to

N. LEES-SMITH, Acting Agent.

Cor. Peking and Yuenmingyuen Roads, Shanghai. Tel. Central 181.

31797

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.
S.S. "POYANG" .....sails September 20th, midnight.
S.S. "LUENYI" .....sails September 21st, midnight.
S.S. "WUCHANG" .....sails September 22nd, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "TUNGCHOW" .....sails September 20th, 3 p.m.
S.S. "SHUNTIEN" .....sails September 21st, 3 p.m.
S.S. "CHEKIANG" .....sails September 23rd, 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SZECHUEN" .....sails September 21st, direct
S.S. "SINKIANG" .....(via Amoy) September 23rd.
S.S. "CHENAN" .....(via Swatow) September 25th.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "TEAN" .....sails September 25th.

FOR NINGPO.
S.S. "HSIN PEKING" .....at 4.30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

BUTTERFIELD & SWIRE, Agents, French Bund.

Tel. No.
Passengers: Central No. 401.
Freight: Central No. 77.

CP OS

Canada - United States - Europe

Through Tickets Issued

Reservations Arranged. Itineraries Planned

Dominion Express Travellers Cheques Sold

SAILINGS

To Vancouver	To Manila-Hongkong
Emp. of Asia Sept. 25	†Monteagle Oct. 6
Emp. of Russia Oct. 23	*Emp. of Russia Oct. 8
Monteagle Oct. 30	†Emp. of Japan Oct. 31
Emp. of Japan Nov. 12	*Emp. of Asia Nov. 6
	*Via Manila
	†To Hongkong Direct

1921 ATLANTIC RESERVATIONS

For the season of 1921, in order to properly take care of the requirements of our passengers travelling from the Orient to Europe, we will hold in our Oriental offices an allotment of cabins on our Atlantic steamers. After 1921 sailing dates have been determined, we will be in a position to allot this accommodation.

Freight Office: Cor. Peking and Yuen Ming Yuen Roads. Shanghai. Telephone Central 181

Passenger Office: Palace Hotel 19 The Bund Shanghai. Telephone Central 183

CANADIAN PACIFIC OCEAN SERVICES

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

FOR HONGKONG-MANILA-SINGAPORE

S.S. ELDRIDGE OCT. 24
S.S. EDMORE NOV. 21
S.S. CITY OF SPOKANE NOV. 28

FOR DAIREN AND SEATTLE

S.S. ENDICOTT OCT. 10
S.S. WHEATLAND OF MONTANA NOV. 7

Through Bills of Lading issued to all U.S. and Canadian Overland Points. For Freight and Particulars apply to

THE ADMIRAL LINE

R. W. BRUCE, Agent

Telegraphic Address: "ADMIRALINE."

63 SZECHUEN ROAD. Telephone Central 1471.

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW.

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE

PASSENGER and FREIGHT

For San Francisco via Yokohama, Kobe and Honolulu	For Hongkong via Manila
S.S. Colombia ... Oct. 9	S.S. Venezuela ... Oct. 16
S.S. Venezuela .. Nov. 6	S.S. Ecuador ... Nov. 13
S.S. Ecuador ... Dec. 4	S.S. Colombia ... Dec. 11

FREIGHT ONLY.

For Manila and Hongkong
S.S. ARCHER .....about ..... Oct. 6
For Japan Ports and San Francisco
S.S. ARCHER .....about ..... Oct. 27

ROUND THE WORLD FREIGHT SERVICE

Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.
S.S. EASTERN IMPORTER about ..... Sept. 28

PANAMA SERVICE
PASSENGER and FREIGHT

Regular Bi-monthly sailings for Mexico, Central America, Panama, West Coast of South America.

SAN FRANCISCO-BALTIMORE SERVICE
FREIGHT ONLY.

Regular Bi-monthly sailings for Baltimore calling at Cuban Ports.

Through Bills of Lading issued to all Points in United States, Mexico, Central America, South America, and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY

1B, Nanking Road. Palace Hotel Building,
Telephone Central 5056. Cable Adress "SOLANO."

T. K. K.

SHANGHAI BRANCH OFFICE

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

KOREA MARU ..... Oct. 8
SIBERIA MARU ..... Oct. 15
TENYO MARU ..... Oct. 31

FOR HONGKONG

SIBERIA MARU ..... Sept. 30

All steamers of this company are thoroughly modern and of up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transporation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.
North China Insurance Co.'s Buildings

Telephone No. 3229.

LLOYD TRIESTINO

Fast Passenger Service Regular Sailings for

Trieste and Adriatic Ports

taking cargo on through Bill of Lading to

Adriatic, Levant, Black Sea and Danube Ports.

Next sailings:—

S.S. "HUNGARIA" about Sept. 26
S.S. "AFRICA" about October 30

*Carrying Passengers.

DODWELL & CO., LTD.

Union Building. AGENTS Telephone C. 1698

CHINA MAIL S.S. CO., LTD.

PASSENGERS AND FREIGHT

Sailings From Shanghai

SUBJECT TO CHANGE

FOR SAN FRANCISCO
via Japan and Honolulu

S.S. "CHINA" (10,500 tons) ..... Sept. 27
S.S. "NANKING" (15,000 tons) ..... Nov. 4
S.S. "NILE" (14,000 tons) ..... Nov. 9

FOR HONGKONG DIRECT

S.S. "NANKING" ..... Oct. 21
S.S. "NILE" ..... Oct. 28
S.S. "CHINA" ..... Nov. 24

For further information regarding Passenger Fares, Sailings, Freight Rates, etc., apply to

F. H. HARRETT, Agent.

Cable address "CHIMAIL" Phone "Central 4779"

Corner Szechuen and Kiukiang Roads.

GENERAL SHIPPING NEWS

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles, London and Antwerp:—

	Tons		
TAMBA MARU	13,500	Capt. S. Natsuyama,	Sept. 30
MISHIMA MARU ...	16,000	Capt. K. Okamoto,	Oct. 11

EUROPEAN LINE CARGO SERVICE.

NAGATO MARU ...	12,000	Capt. K. Kurihara,	Oct. 10

For Marseilles and Liverpool via ports:—
For London, Rotterdam, and Hamburg via ports:—

TOTTORI MARU	12,000	Capt. M. Taniguchi,	Sept. 29
NAGATO MARU ...	12,000	Capt. K. Kurihara,	Oct. 10
WAKASA MARU ...	12,500	Capt. N. Segawa,	Oct. 25
DAKAR MARU	10,000	Capt. M. Kobashi,	End of Oct.

VICTORIA AND SEATTLE

For Nagasaki, Kobe and Yokohama:—

KATORI MARU	19,000	Capt. K. Yoshikawa,	Oct. 9
FUSHIMI MARU ...	21,000	Capt. M. Machida,	Dec. 18

FOR YOKOHAMA (Via Nagasaki, Moji and Kobe).

HANASAKI MARU ..	3,000	Capt. T. Fukaura,	Sept. 21
KASUGA MARU	7,000	Capt. S. Irive,	Sept. 24
WAKANOURA MARU	5,000	Capt. J. Fujisawa,	Sept. 30

FOR KOBE

KITANO MARU	16,000	Capt. F. E. Cope,	Oct. 3

KOBE TO SEATTLE

KASHIMA MARU ..	19,000	Capt. K. Itsuno,	Nov. 6

FOR SHANGHAI, MOJI, KOBE AND OSAKA LINE (Via Moji).

YAMASHIRO MARU	7,000	Capt. S. Takano,	Sept. 22
YAWATA MARU	7,000	Capt. S. Shinohara,	Sept. 25
OMI MARU	7,000	Capt. S. Kishimoto,	Sept. 29
CHIKUGO MARU	5,500	Capt. K. Hayashi,	Oct. 2

KOBE TO SOUTH AMERICA

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town.

TOSA MARU	12,500	Capt. S. Yoshimatsu,	Sept. 29

FOR HONGKONG.

KATORI MARU ...	19,000	Capt. K. Yoshikawa,	Dec. 17

FOR MANILA AND HONGKONG.

KASHIMA MARU ..	19,000	Capt. K. Stouno,	Jan. 8, 1921

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila).

TANGO MARU	14,000	Capt. S. Nishimura,	Sept. 22
NIKKO MARU	10,000	Capt. J. Kusano,	Oct. 20
AKI MARU	12,500	Capt. G. Shinomiya,	Nov. 17

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

FRANK WATERHOUSE & CO.

PUGET SOUND TRANS-PACIFIC SERVICE

SEATTLE-MANILA via SHANGHAI & HONGKONG

and

NEW YORK SERVICE

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Operated for account of UNITED STATES SHIPPING BOARD

For rates and full particulars apply to

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AGENTS

52 SZECHUEN ROAD Telephone Central 944

BARBER STEAMSHIP LINES, INC.

FOR LONDON, ANTWERP & LIVERPOOL

S.S. "Eastern Admiral" Nov. 18

FOR LONDON - ANTWERP - ROTTERDAM

S.S. "Easterling" Sept. 22 | S.S. "Eastern Planet" Oct. 2
S.S. "Eastern Cloud" Nov. 10

FOR BOSTON AND NEW YORK

S.S. "Eidena" Oct. 12 S.S. "City of Joliet" Nov. 12

For rates and particulars apply to

THE BARBER S. S. LINES, INC.

THE ADMIRAL LINE, Agents.

53 Szechuen Road. Telephone C. 1471

STRUTHERS & DIXON

INCORPORATED

Pacific representatives and operators

Green Star Line

TRANS-PACIFIC SERVICE

Due INWARD Steamer	Date	Sailing OUTWARD Steamer	Date
S.S. Eastern Trader*	Sep. 22	S.S. West Himrod†	Sep. 26
S.S. West Jena	Sept. 24	S.S. West Jenat	Oct. 16
		S.S. Eastern Trader*	Oct. 22

*San Francisco †Seattle

ATLANTIC SERVICE

Due INWARD Steamer	Date	Sailing OUTWARD Steamer	Date
S.S. Chipchung	Sep. 22	S.S. Chipchung†	Sep. 24
S.S. Woonsocket	Oct. 5		

†Via Panama Canal

EXECUTIVE OFFICE FOR THE FAR EAST, Shanghai, China. C. S. HOLMES, Asst. General Manager.

SHANGHAI OFFICE 7 Jinkee Road Tel. Cent. 2557 J. S. EMENS, Agent.

Telegrams "DIXSTRUTH".

MEN OF WAR IN PORT

Station	Date	Name	Flag and Rating
Y.P.D.W.	June 25	Cockchafer	Br. gun-boat
Y.P.D.W.	June 25	Cricket	Br. gun-boat
P. & O. B. I.	Sep. 18	Elliot 146	Am. destroyer
F N B	Sep. 18	Greer 145	Am. destroyer
	Sep. 18	Lea 118	Am. destroyer
O D W	June 26	Mantis	Br. gun-boat
S'chow Creek	Oct. 29	M.A.S. 226	Ital. sub-chaser
S'chow Creek	Oct. 29	M.A.S. 227	Ital. sub-chaser
S P	Sep. 1	Quiros	Am. gun-boat
1 C	Sep. 13	Seb. Caboto	Ital. gun-boat
	Sep. 17	Suma	Jap. gun-boat
F N B	Sep. 18	Tarbell 142	Am. destroyer
U. S. N. B.	Sep. 18	Villalobos	Am. gunboat
O D W	Sep. 10	Woodlark	Br. gunboat
F N B	Sep. 18	Yarnall 143	Am. destroyer

P. & O., British India, Apcar, E. & A. S.S. Lines

(Companies Incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

*S.S. "KHIVA"	September 21st
S.S. "NANKIN"	October 2nd
S.S. "KASHGAR"	October 16th
S.S. "ALIPORE"	October 26th
S.S. "NOVARA"	November 8th

*PROCEEDS via BOMBAY

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DUNERA"	October 10th
S.S. "DILWARA"	November 10th

These vessels convey a limited number of 1st Saloon passengers for EUROPE, transhipping to one of the Indian Mail Steamers at Bombay.

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "TANDA"	September 33rd
S.S. "GREGORY APCAR"	October 10th
S.S. "TORILLA"	October 11th

FOR SYDNEY from HONGKONG

S.S. "KANOWNA"	September 25th
S.S. "ST. ALBANS"	October 4th
S.S. "EASTERN"	October 29th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.

AGENTS

24 The Bund, Shanghai

Telephones: General: Central 169
Passage: Central 2510
Freight: Central 2069

S.S. "WEST NIVARIA"

8,800 tons D. W. Capacity. Oil burner. U.S.S.B. boat

Sailing from Shanghai, Sept. 25th

CHINA PACIFIC CO.

Agents for

Columbia Pacific Shipping Co.

and

Sudden and Christenson

Cargo Service between

PORTLAND, OREGON

and

SHANGHAI, TSINGTAO, TIENTSIN and DAIREN

Through bills of lading to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:—

C. L. Seitz, General Agent
Telephone C. 463
6 Kiukiang Road, Shanghai, 4th Floor.

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

(Subject to Alteration)

SAILINGS FROM SHANGHAI

EUROPEAN LINE, For Marseilles, London, Antwerp, Rotterdam and Hamburg via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave
*ATLAS MARU	15,000	H. Uyeda,	Sept. 21	Sept. 23

NEW YORK LINE, For San Francisco, Panama and Cuba via Japan Ports.

*HAGUE MARU ...	15,000	K. Kitano,	Nov. 3	Nov. 4

PUGET SOUND LINE, For Tacoma, Victoria, Seattle and Vancouver via Nagasaki, Kobe and Yokohama.

ALABAMA MARU ..	18,000	T. Yamaguchim,	Sept. 21	Sept. 22

FOR NORTH CHINA PORTS, For Dairen via Tientsin.

KOHOKU MARU	5,000	T. Akazawa,	Sept. 20	Sept. 22

FOR HONGKONG.

FOR FORMOSA, For Takao via Keelung.

Those steamers marked* have no passenger accommodation.

The Company also runs numerous steamers from Japan to Principal Ports of the world.

Through freight booked from Shanghai for Transhipment at Kobe.

OSAKA SHOSEN KAISHA

Union Building, 4 The Bund, Tel. Nos. Central 4233, 4234 and 4235. O.S.K., Yangtszepoo Wharf, Tel Nos. East 208 and 212. Tel. Address: SHOSEN, Shanghai.

Sailed from Shanghai

For San Francisco

Shabonee	Aug. 14
Venezuela	Aug. 15
West Niger	Aug. 15
Tenyo Maru	Aug. 15
Nanking	Aug. 26
Nile	Aug. 31
Tamaha	Sept. 2
Durango	Sep. 6
Imaly	Sept. 8
West Inskip	Sept. 9
Shinyo Maru	Sept. 9
West Caddoa	Sept. 9
Ecuador	Sept. 12
Brave Couer	Sept. 16

For Seattle

Kashima Maru	Aug. 24
Fushimi Maru	Sept. 15

For Tacoma

Africa Maru	Sept. 1

For Portland, Or.

West Keats	Aug. 26
Waban	Aug. 26

For Los Angeles

West Hika	Sep. 6

For Baltimore

Greenland	Aug. 14

For Vancouver

Montcalm	Aug. 21
Empress of Russia	Aug. 28
Grace Dollar	Sept. 10
M. S. Dollar	Sept. 11
Empress of Japan	Sept. 17

For New York

Birmingham City	Sept. 8
Cape May	Sept. 13

For London etc.

Oanfa	Aug. 12
Lahore	Aug. 13
Kalyan	Aug. 16
West Campgaw	Aug. 17
Prometheus	Aug. 18
Plassy	Aug. 22
Shidzuoka Maru	Aug. 22
Glenamoy	Aug. 23
Protesilaus	Aug. 27
Kaga Maru	Sep. 6
Achilles	Sept. 10
Jeypore	Sept. 11
Glensanda	Sept. 12
Kansas	Sept 14
Yokohama Maru	Sept. 16
Awazi	Sept. 16

For Liverpool

Alcinous	Aug. 13
Polyphemus	Aug. 19
Kanagawa Maru	Aug. 20
Bellerophon	Aug. 21
Cyclops	Sept. 9

For Hamburg

Durban Maru	Aug. 10
Alps Maru	Sept. 9
Nankai Maru	Sept. 17

For Copenhagen

Saucon	Aug. 16

For Marseilles

Amazone	Aug. 17
Armand Behic	Sept. 11

For Trieste

Innsbruck	Aug. 31

For Calcutta

Tanda	Sept. 9

For Port Said

West Hesseltine	Aug. 25

For Bombay

Dunera	Aug. 10
Dilwara	Sept. 13

THE ROBERT DOLLAR CO. SAN FRANCISCO

DOLLAR LINE

REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILINGS FOR SAN FRANCISCO

S.S. "West Hepburn"	Oct. 14th
S.S. "West Ira"	Oct. 23rd
S.S. "West Harts"	Oct. 30th

SAILINGS FOR VANCOUVER

S.S. "Melville Dollar"	Oct. 24th
S.S. "Harold Dollar"	Nov. 2nd

SAILINGS DIRECT FOR NEW YORK

S.S. "Melville Dollar"	Oct. 24th
S.S. "Harold Dollar"	Nov. 2nd

Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.

For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY

Union Building, Canton Road

TELEPHONE: CENTRAL 2303

MACKENZIE & CO., LTD'S

S. S "LOONG MOW"

Lieut.-Commander S. Hall, R.N.R. (Captain).

The "Loong Mow" is a new steamer expressly constructed for the run between Ichang and Chungking and is fitted with every modern convenience for passengers. She has large, airy, state bedrooms, electric light and fans throughout.

Regular connection will be maintained with Messrs. Butterfield and Swire's steamers at Ichang during the season.

Through tickets may be booked from Shanghai to Chungking.

For Freight and/or Passage apply to:—

BUTTERFIELD & SWIRE

Telephone Central Nos. 77 and 401.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
Dec. 6	—	Chinwangtao	Indigirka	Rus.	R.V.F.
Mar. 19	—	Japan	Kiyo Maru	Jap.	Kaiyosha
Mar. 22	—	———	Chilenan	Chil.	W. & Co.
May 30	—	Japan	Tosa Maru 10	Jap.	
July 4	—	Chinwangtao	Haedan		
July 18	—		Yoro Maru	Jap.	M. S. K.
July 19	—		Friesland	Dut.	
July 27	—		Anlan	Chi.	A.P. Co.
Aug. 8	—		Admiralsins	Am.	A. Line
Aug. 20	—	Hongkong	Senchou	Chi.	S.P.S.N. Co.
Sep. 2	—	Hankow, etc.	Iwahise	Chi.	S.P.S.N. Co.
Sep. 3	—	Chinwangtao	Pasnat	Chi.	S.P.S.N. Co.
Sep. 6	—	Dalny	Celtic Prince	Br.	S. Tomes & Co.
Sep. 8	—	Ningpo	Hsin Ningsnao	Chi	N.S.S.N. Co.
Sep. 9	—	Cruise	Likin	Chi.	Customs
Sep. 9	—	Hankow, etc.	Siangyang Maru	Jap.	N.K.K.
Sep. 9	—	Marseilles	Meinan	Jap.	M. M. Co.
Sep. 11	—	Cruise	Haihsing	Chi.	Customs
Sep. 11	—	Nanking	Scharnhorst	Ger.	M. M. Co.
Sep. 12	—	Tientsin	Hsintah	Chi.	C.M.S.N. Co.
Sep. 12	—	Japan	Inabasan Maru	Jap.	S. Shokai
Sep. 13	—	Tientsin	Chinkiang	Br.	B. & S.
Sep. 13	—	London, etc.	Nankin	Br.	M. M. & Co.
Sep. 13	—	Japan	Taishin Maru	Jap.	M.B.K.
Sep. 14	—		Patroleum	Br.	A. P. Co.
Sep. 14	—		Mentor	Br.	B. & S.
Sep. 14	—		Crown City	Am.	
Sep. 14	—	River ports	Aquarius	Am.	S. & Dir.
Sep. 15	—	Japan	Fuji Maru	Jap.	M.B.K.
Sep. 15	—		C. of Dunkirk	Br.	J.M. & Co.
Sep. 16	—	Swatow	Wenchow	Br.	B. & S.
Sep. 16	—	Hankow, etc.	Tatung	Br.	B. & S.
Sep. 16	—	Wenchow	Haean	Chi.	C.M.S.N. Co.
Sep. 16	—	Newchwang	Kunsping	Chi.	C.M.S.N. Co.
Sep. 16	—	Japan	Ayase Maru	Jap.	
Sep. 17	—	Hongkong	Hangsang	Br.	J.M. & Co.
Sep. 17	—	Japan	Calcutta Maru	Jap.	N.Y.K.
Sep. 17	—	Cruise	Store Nordiske	Dan.	C.N.T. Co.
Sep. 17	—	Japan	Hosei Maru	Jap.	M.B.K.
Sep. 17	—	Japan	Kaitsu Maru	Jap.	Ch. R. Shaw
Sep. 17	—	Foochow	Shinfoo	Chi	S.P.S.N. Co.
Sep. 17	—	Tientsin, etc.	Hsinming	Chi.	C.M.S.N. Co.
Sep. 17	—	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Sep. 17	—	Hankow, etc.	Chungking	Br.	B. & S.
Sep. 17	—	Hankow, etc.	Meinan	Am.	Socony.
Sep. 17	—	Hankow, etc.	Suiyang Maru	Jap.	N.K.K.
Sep. 17	—	Tientsin, etc.	Tungchow	Br.	B. & S.
Sep. 17	—		Kekettlcut	Am.	Adl. Line
Sep. 18	—	Japan	Unkai Maru	Jap.	M.B.K.
Sep. 18	—	Japan	Katsuura Maru	Jap.	
Sep. 18	—	Chinwangtao	Kaiping	Br.	K.M.A.
Sep. 18	—	Hongkong	Matoppo	Br.	B. & S.
Sep. 18	—	Seattle, etc.	Katori Maru	Jap.	N. Y. K.
Sep. 18	—	Kobe	Khiva	Br.	M. M. & Co.
Sep. 18	—	Hongkong	Suiyang	Br.	B. & S.
Sep. 18	—	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Sep. 18	—	Hankow, etc.	Luenho	Br.	J. M. & Co.
Sep. 18	—	Hankow, etc.	Poyang	Br.	B. & S.
Sep. 18	—		Miyaura Maru	Jap.	M.B.K.
Sep. 18	—	Japan	Kyodo Maru	Jap.	M.B.K.

Departures

Date		From	Ships Name	Flag	Agents
Sep. 17	—	Dairen	Taishun	Jap.	S. Shokai
Sep. 17	—	Karatsu	Hakushin Maru	Jap.	M.B.K.
Sep. 18	—	Hankow, etc.	Loongwo	Br.	J. M. & Co.
Sep. 18	—	Hankow, etc.	Chankon	Chi.	S.P.S.N. Co.
Sep. 18	—	Hankow, etc.	Chihli	Br.	B. & S.
Sep. 18	—	Hankow, etc.	Tachang Maru	Jap.	N. K. K.
Sep. 18	—	S. H'kong, C'ton	Kwongsang	Br.	J.M. & Co.
Sep. 18	—	S. H'kong, C'ton	Yingchow	Br.	B. & S.
Sep. 18	—	Foochow	Feiching	Chi.	C.M.S.N. Co.
Sep. 18	—	Japan	Chikugo M.	Jap.	N.Y.K.
Sep. 18	—	Tientsin, etc.	Kinsang	Br.	J. M. & Co.
Sep. 18	—	Hongkong	Arabia Maru	Jap.	O. S. K.
Sep. 18	—	Tsingtao	Chenan	Br.	B. & S.
Sep. 18	—	Chinwangtao	Nichiyei Maru	Jap.	K. M. A.
Sep. 18	—		Tamaye Maru	Jap.	M.B.K.
Sep. 18	—		Wakamatsu Maru	Jap.	N.Y.K.
Sep. 18	—	Cruise	U.S.S. Albany	Am.	
Sep. 18	—	Keelung, etc.	Keelung Maru	Jap.	O.S.K.
Sep. 18	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Arrivals

Date		From	Ships Name	Flag	Agents
Sep. 18	—	Japan	Unkai Maru	Jap.	M.B.K.
Sep. 18	—	Japan	Katsuura Maru	Jap.	
Sep. 18	—	Chinwangtao	Kaiping	Br.	K.M.A.
Sep. 18	—	Hongkong	Matoppo	Br.	B. & S.
Sep. 18	—	Seattle, etc.	Katori Maru	Jap.	N. Y. K.
Sep. 18	—	Kobe	Khiva	Br.	M. M. & Co.
Sep. 18	—	Hongkong	Suiyang	Br.	B. & S.
Sep. 18	—	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Sep. 18	—	Hankow, etc.	Luenho	Br.	J. M. & Co.
Sep. 18	—	Hankow, etc.	Poyang	Br.	B. & S.
Sep. 18	—		Miyaura Maru	Jap.	M.B.K.
Sep. 18	—	Cruise	U.S.S. Villalobos	Am.	
Sep. 18	—	Cruise	U.S.S. Greer	Am.	
Sep. 18	—	Cruise	U.S.S. Yarnall	Am.	
Sep. 18	—	Cruise	U.S.S. Tarbell	Am.	
Sep. 18	—	Cruise	U.S.S. Lea	Am.	
Sep. 18	—	Cruise	U.S.S. Elliot	Am.	
Sep. 18	—	Japan	Kyodo Maru	Jap.	M.B.K.

Information For Mariners

SUNDAY, SEPTEMBER 19, 1920

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time	Range	P.M. Time	Range
4h. 4m.	5ft. 0in.	4h. 24m.	6ft. 0in.

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H	M	P.M. H	M
3	3	3	23

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
11 52 a.m.	10 36 p.m.	5h. 45m.	6h. 5m.	5h. 0m.	6h. 50m.

Mean Barometric Pressure at Shanghai

For September 19.90in.
759.6mm.

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per C.P.O.S. s.s. E. of Asia Sept. 25

For Europe
Per P. and O. s.s. Khiva Sept. 20

For Japan
Per N.Y.K. s.s. Yamashiro M. Sept. 21

MAILS DUE

From U.S. and Canada
Per T.K.K. s.s. Siberia Maru Spet. 30

From Europe
Per P. and O. s.s. Kashgar Sept. 24

From Japan
Per N.Y.K. s.s. Yamashiro M. Sept. 19

Siccawei Weather Reports

17.—The pressure is increasing rapidly in Mongolia and in the Hwanghó Valley. The continental depression approaches the coast between Ningpo and Wenchow. Regular cyclonic whirl between Formosa and Kiangsu hard NE to N winds across the Yangtsze; light variable breezes on the Pacific. Drizzle or showers here and along the River. Overcast with cool temperature in the N.

18.—Overcast weather, little rain during the night. Moderate North-easterly winds. The pressure keeps steady, still below the average.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

ESTABLISHED 1874 — TELEPHONE CENTRAL 185

L. MOORE & Co. LIMITED

AUCTIONEERS · VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

Monday, September 20th.—Superior and Substantial Household Furniture and Accessories at No. 62 Sinza Road at 10 a.m.

Tuesday, September 21st.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.

Saturday, September 25th.—A valuable collection of Postage Stamps in Upper Salesroom at 2.30 p.m.

Tuesday, September 28th.—New Household Furniture, Glassware in special designs, Glass centre pieces for electric lights, etc., in Salesroom at 10 a.m. and 2.30 p.m.

Monday and Tuesday, October 4th and 5th.—Superior and Substantial Household Furniture, etc., at 104 Bubbling Well Road.

Monday, October 18th.—Excellent Household Furniture and accessories at 170a Bubbling Well Road.

Municipal Notification.

No. 2745.

SHANGHAI MUNICIPAL COUNCIL 6 PER CENT. STERLING LOAN, 1920.

Amount £750,000.

Price of Issue £100 per cent.

NOTICE is hereby given that the subscription list for Debentures in this Loan, particulars of which are contained in Municipal Notification No. 2715, will remain open until September 30, 1920, the Council reserving to itself the right of closing the list on any day prior to that date.

The first payment of interest on subscriptions received on or after September 1, 1920, will be made on June 30, 1921.

By order,

N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, August 26, 1920.

32225

The Shanghai Hotels, Ltd.

Lost Scrip. Notice is hereby given that the Scrip for the following Ordinary Shares in the above Company are alleged to have been lost: Nos. 369 to 373 registered in the name of MAI VIOLET ARBUTHNOT of Arbuthnot House, Inverusitie, Peterhead, Scotland.

Application has been made to the Company for a duplicate Certificate, and should no objection be lodged with the Acting Secretary within thirty-one days from date hereof the application will be complied with.

By Order of the Board,

R. BASSETT,
Acting Secretary.

No. 14 Kiukiang Road,
Shanghai, 15th September, 1920.

32221

"DAISY" BRAND AND "MEADOW" BRAND FRESH BUTTER

in one pound pats may be obtained from all leading Storekeepers

TINNED BUTTER

HAZEL WOOD BRAND

Finest American Butter in one and two pounds full weight tins

Per case of 24 2lb. tins. $49.00
Per case of 48 1lb. tins. 51.00

Geddes & Co., Limited.

IMPORTERS

5 Peking Road Tel. 346

CUSTOMS NOTIFICATION

No. 955.

Drawbacks to be Paid by Cheque After 1st January, 1921

Acting under instructions from the Inspector General of Customs, I hereby notify the public that beginning from the 1st January, 1921, all Drawbacks, whether for foreign or for native re-exports and Special Drawbacks, will be issued in the form of cheques payable at sight and in cash at the Bank of China, No. 3 Hankow Road. Chinese Drawback Certificates as issued at present will no longer be issued after 31st December nor accepted in payment of duties after that date. Such Drawback Certificates issued on or before 31st December, 1920, and remaining unused after that date will have to be presented to the Drawback Office to be exchanged for cheques.

Drawbacks due to a merchant will be paid in instalments twice a month by means of one Drawback Money Order (i.e. cheque). These cheques will be cashed on presentation by the merchants to the Bank of China. Merchants will be required to keep a "Drawback Register" similar to that kept, and according to the form prescribed, by the Customs. A pro forma page of the new "Drawback Register" to be used will be issued to merchants on application at the Drawback Office so as to enable them to have their Registers printed and bound before 1st January next. When desiring to claim Drawbacks, a merchant should proceed to the Drawback Office and there present his "Register" for comparison with the Customs Register.

From the 2nd to the 7th and from the 16th to the 21st of each month merchants are requested to bring their Registers to the Drawback Office to be checked. No cheques will be issued during these two periods. Cheques will be issued during the periods from the 8th to the 15th and from the 22nd to the end of each month.

Merchants should endeavour to claim Drawbacks, i.e. compare Registers, and cash their cheques within three months from the date of re-export. The Bank of China has been instructed not to accept Drawbacks in payment of duties after 31st December next and not to cash cheques issued under the new system and presented for payment after the prescribed three months' limit, without special authority from the Commissioner of Customs.

The above system of paying all Drawbacks in cash is experimental and will be withdrawn if found unsatisfactory. It is hoped that merchants will do their best to co-operate with the Customs in making it a success.

The procedure concerning Re-export Applications and Applications for Special Drawbacks remains unchanged.

Further particulars may be had on application at the Drawback Office.

L. A. LYALL,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 18th September, 1920.

32234

Business and Official Notices are Continued on Page 73

DID YOU KNOW THAT WE HAVE IN STOCK

Gd. BOURGOGNE MOUSSEUX SPARKLING MACON?

It is shipped by Messrs. Collin and Bourisset and is excellent.

Also Messrs. Heidsieck and Co.'s (Reims)

MONOPOLE CHAMPAGNE (Red Top)

There is no reason why you should not have the finest wines, spirits, and liqueurs.

We have the best in stock always.

GARNER, QUELCH & CO.

Tel. C. 2021 73, Szechuen Rd.

COMMUNITY CHURCH

(American Song Service)

A business meeting for the purpose of adopting a constitution and electing officers of the new COMMUNITY CHURCH will be held at the Masonic Hall, 30 The Bund on Sunday, September 26th at 5.00 o'clock. All persons who have signed the bond of union or who desire to become affiliated with the new organisation either as active, associate or contributing members are urged to be present.

THE COMMITTEE.

32186

RARE OPPORTUNITY FOR ADVERTISERS

The construction of a public amusement place, known as "THE SOOCHOW BAZAAR," will be completed in eight months. It will be a five-storied reinforced concrete building situated in the busy center of Soochow. The whole edifice will consist of a Bazaar, a Modern-Style Hotel, Foreign and Chinese Restaurants, a Bath-house and a Roof Garden. A fine opportunity for merchants and advertisers to secure sales rooms and advertising spaces. For particulars, please apply to Mr. D. S. Sung, c/o Asia Soap Works, 18 Peking Road.

32209

C. N. CO., LTD.

S. S. "Tungchow"

Tender conveying passengers to the above vessel will leave the Customs Jetty on Monday, Sept. 20th at 2 p.m. promptly.

32226

PHENOL

white crystal
large quantity in 250 lbs. drums
39 to 41% melting point

Prompt delivery. Make your offers to Box 677, THE CHINA PRESS.

32223

OFFICES, ETC., TO LET

TO LET, four office rooms and one store room at Szechuen Road. For further particulars, apply to Box 658, THE CHINA PRESS.

32187 S. 23

TO LET, godown space in light airy godown, central district. Apply to Box 651, THE CHINA PRESS.

32156

OFFICE to let; 37 Canton Road, second floor. Rent Tls. 95.00. Apply 10 Yangtszepoo Road.

31793

OFFICES to let: suites of from two to four very large light rooms, steam heat, very modern, near Bund. Apply J. T. Hammond, No. 51 Szechuen Road.

31792

FOR AMERICAN, BRITISH AND CHINESE

METALS, HARDWARE & SUNDRIES

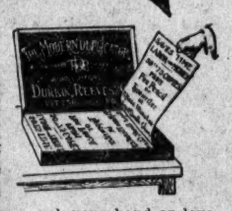
PHONE OR WRITE TO

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)
SHANGHAI

MODERN DUPLICATORS

TO OPERATE THE "MODERN" DUPLICATOR-PRINTER



You simply make one original with pen or typewriter, using triple strength copying ink or typewriter ribbon, or copying pencil as if it were the only one you wanted, then put that one on the Duplicator—writing side down—rub your hand or leveler over it to smooth it out evenly, allow it to remain on the Duplicator about two minutes and the writing is transferred to the Duplicator. You then take your letter or original writing or drawing off the Duplicator and put on blank sheets of paper, postal cards or cloth, one at a time, and run leveler or hand over same and perfect duplicate copies of the original will be printed. In this way you can print up to 75 duplicate copies from each original in 15 minutes; them when the duplicates begin to show up pale, simply erase the impression from the duplicator with damp sponge, and then if you want more of the same kind of duplicates, put on the first one (the original) that you wrote and repeat as above.

Letter size.....*$12.00*
Foolscap size.....*$15.00*
Brief size.....*$18.00*

SPECIAL SIZES MADE TO ORDER

THE OFFICE APPLIANCE CO.

Phone Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — 22 Nanking Road, Shanghai — Cable Add. Mackbauck

STEWART

V-Ray SPARK PLUG

Gives more economy, efficiency and flexibility to the motor.

Has 4 sparking points instead of only one or two.

Insures a hot, continuous spark—never fails in service.

Absolutely gas-tight.

Practically free from breakage.

Lasts four times longer than any other spark plug.

Made to fit any type of motor.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

APARTMENTS WANTED

AMERICAN gentleman wishes board and lodging with a private family. Good residential district, modern bath essential. Apply to Box 667, THE CHINA PRESS.

32206 S. 21

YOUNG gentleman requires October 1st comfortable room with board in Hongkew or Wayside district. Please apply to Box 655, THE CHINA PRESS.

32181 S. 19

WANTED, small apartment or room and bath, furnished or unfurnished, in central district. Apply to Box 663, THE CHINA PRESS.

T.F.

WANTED in Western district, three or four unfurnished rooms suitable for light housekeeping. Write Red Cross Hospital, 263 Siccawei Road.

32118 S. 19

AMERICAN gentlemen requires modern room with board, in central or western district, from October 1st. Apply to Box 612, THE CHINA PRESS.

32109 S. 19

LOST OR STOLEN

LOST, since Tuesday morning, large red-brown chow dog, answering to name "Ming Toy." Please send any information to 32 Connaught Road, Telephone West 728. Reward if necessary.

32190

MISCELLANEOUS

GREAT opportunity for business men. One of the biggest experts from the London Leather Goods Exhibition, at present in Shanghai prepared to organise leather goods factory in the Far East. Rosen, 20 Haskell Road.

32119 S. 21

PROFESSIONAL

LEARN ANOTHER LANGUAGE: Increase commercial opportunities, form new acquaintances, add to advantages of travel by learning another language. I.C.S. method with new Edison Phonograph and special textbooks, interesting, easy, convenient and economical. Practical conversational lessons. No tiresome memorizing of uninteresting rules. Begin conversing with first few lessons. Perfect pronunciation and unlimited practice. You will learn quickly to speak fluently, read understandingly and think logically. We teach French, Spanish and Italian. Also English to Chinese. Write for interesting catalog. Office 15a, International Correspondence Schools, Chinese P. O. Box No. 1.

DANCING lessons given by an experienced teacher; lessons can be given at pupil's home or teacher's. Apply to Box 673, THE CHINA PRESS.

32214

RUSSIAN and French lessons by educated young lady teacher from Petrograd. Willing to exchange lessons for room. Apply to Box 628, THE CHINA PRESS.

32197 S. 19

EXPERIENCED English lady knowledge of French will teach foreigners and children, terms moderate. Apply to Box 346, THE CHINA PRESS.

31609

CHINESE conversation taught in three months; to perfection in six months. Lessons given any evening from 8.35 to 10. Apply Mr. Wm. C. Dong, 659 Tong-dong-kaloong.

32192 S. 21

YOUNG lady educated in Petrograd University wishes to give Russian lessons. Apply to Box 614, THE CHINA PRESS.

32116

SITUATIONS WANTED

CAPABLE American lady seeks reporting or extra stenographic work. Monthly rate if desired. Apply to Box 671, THE CHINA PRESS.

32212 S. 21

BY thoroughly experienced, Chinese accountant with knowledge of office routine and shipping, banking, advertising, etc. Apply to Box 652, THE CHINA PRESS.

32219 S. 19

WANTED, position by middle-aged man, at present employed in an outport. Any capacity, willing to start on small salary, well versed in Chinese products, speaks Chinese fluently, good sober steady man. Apply to Box 681, THE CHINA PRESS.

32230 S. 22

EXPERIENCED stenographer, speedy and accurate typist, desires extra work after office hours. Apply to Box 682, THE CHINA PRESS.

32231 S. 22

WANTED, position as nursery governess by competent lady. Apply to Box 636, THE CHINA PRESS.

32220 S. 19

CAPABLE woman, with initiative and at present in charge of department of responsible firm, wishes to change. Position wanted where efficiency and capabilities are recognised. Thorough secretary, stenographer and office woman. Ten years' experience. Apply to Box 659, THE CHINA PRESS.

32188 S. 20

OFFICE Assistant, experienced in import, export, accounting and general office work, is open for immediate engagement. Best references, moderate salary. Please address to Box 660, THE CHINA PRESS.

32189 S. 21

YOUNG bookkeeper, business college graduate, just arrived from America, seeks position. Three years' experience. Apply to Box 639, THE CHINA PRESS.

32163 S. 19

EXPERIENCED lady stenographer, with knowledge of filing and general office work, seeks position. Apply to Box 638, THE CHINA PRESS.

32160 S. 19

AMERICAN Army Doctor desires a contract position with reliable industrial firm in China or elsewhere in Orient. Will leave army first of year. Apply to Box 626, THE CHINA PRESS.

32133 S. 13

DRUGGIST, registered, 25 years' experience, desires position. Address American Post Office Box 635.

32117 S. 19

YOUNG American lady, eight years' experience in buying, selling and designing ladies' wearing apparel, would like to make good connection in Shanghai. Can furnish high-class references. Only those in need of high-class services need reply. Address to Box 622, THE CHINA PRESS.

32128 S. 21

COMPETENT accountant and shipping man, with executive abilities, thoroughly conversant with general office routine, seeks position. Outport preferred. A.1. references. Apply to Box 526, THE CHINA PRESS.

32032 S. 21

SITUATIONS VACANT

HIGH SALARIES paid expert chemists. With growth of manufacturing industry in China there is an increasing demand for trained chemists. We teach Analytical Engineering, Metallurgical Chemistry, etc. Study in your own home. Write for Catalog. Office 15a, International Correspondence Schools, Chinese P. O. Box No. 1.

WANTED, foreign assistant for export department. Fair knowledge of China produce required. Reply to Box 661, THE CHINA PRESS.

32193 S. 24

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Vacant Sept: 12th one attic room, with board.
Apply Mrs. G. POLLOCK.

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32215

NEATLY furnished front rooms and board, small porch, sanitary plumbing, etc., in private family, western district, near tramways. Apply to Box 674, THE CHINA PRESS.

32217 S. 19

TO LET, unfurnished flat of six rooms at $95 monthly (inclusive). Verandahs, lawn, convenient and quiet. Also an attic for $20. Wayside district. Apply to Box 683, THE CHINA PRESS.

32232 S. 19

VERY large front room, large verandah and private bath, on the Bund, with full board, suitable for two. Telephone Central 669.

31984

TO LET, furnished bed and sitting room with verandah, 7 Wayside Road.

32095

FOR immediate occupation, a nicely furnished front room, with verandah and bathroom attached, in the vicinity of Quinsan Gardens. No board. Apply to Box 637, THE CHINA PRESS.

32158 S. 19

TO LET, one large well-furnished room, with board. Apply 20 Haskell Road.

32166 S. 19

TO LET, furnished bedroom, south. A real home with good board. French-town, fifteen minutes by tram to town. Apply to Box 648, THE CHINA PRESS.

32169 S. 19

TO LET, with board, well-furnished large and small rooms, with bathrooms attached. Apply 19 Nanzing Road.

32093 S. 21

NICELY furnished rooms with board, verandah and bathroom, near French Park, telephone, etc. Apply to Box 189, THE CHINA PRESS.

M. G.

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FURNISHED in Wayside, Yangtszepoo district, five-roomed house, furnished with good furniture, for three months begining October 1st, Rent Tls. 70 per month. Light, water and taxes about Tls. 12 per month. Or owner (gentleman), living alone, is open for an arrangement whereby he would occupy one room and take board with family renting. One large bedroom and one small one available for latter. Apply to Box 680, THE CHINA PRESS.

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TO LET, well ventilated flat (two rooms, kitchen, bath), western district, cheap rent, furniture to be taken over. Apply to Box 624, THE CHINA PRESS.

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HOUSES WANTED

WANTED for November, an unfurnished six or eight-roomed house. Will take long lease. L. T. Kenake, American Post Office.

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WANTED about November 1st, by American family of three, a furnished house containing three or more bedrooms. Will lease for a few months or longer period. References exchanged. Apply to Box 656, THE CHINA PRESS.

32182 S. 19

WANTED by American family (one child), nicely furnished house in French town or western district, to be available November 15th. Reply to Box 662, THE CHINA PRESS.

32194 S. 21

OFFICES WANTED

OFFICES wanted, two, three or four light, airy offices. Must be centrally located, convenient and modernly equipped. Apply to Box 676, THE CHINA PRESS.

32216 S. 21

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FOR SALE, Ford motor car, 5-seater, enclosed saloon body, electric self-starting and lighting, new four months ago, has never been driven by Chinese. For further particulars, please apply to Box 678, THE CHINA PRESS.

32218 S. 19

CHEVROLET CAR, 5-seater, wire wheels, new tyres, car in good condition. Apply to Box 672, THE CHINA PRESS.

32213 S. 19

LAND for sale: 6 mows, land and building, Yangtszepoo Road; 3 mows, land and 6 houses, Paoshan district. Apply to Box 670, THE CHINA PRESS.

32211 S. 25

WANTED to purchase, second-hand car, 5-seater, in good condition. Reply to Box 679, THE CHINA PRESS.

32227 S. 22

WANTED to purchase, sporting gun, 12-bore, hammerless, in good condition and of reliable maker. Apply to Box 606, THE CHINA PRESS.

32224 S. 19

FOR SALE, one Moutrie piano, in perfect condition, $325, or nearest offer. Apply 49 Bubbling Well Road.

32205 S. 25

FOR SALE, Roadster. Smart 1920 model, full equipment, economical operation, owner-driven only and almost new. Bargain for quick sale. Apply to Box 668, THE CHINA PRESS.

32207 S. 19

FOR SALE, motor harbour launch, 28 feet by 7 feet by 2 feet 6 inches. Well-powered and fitted hull, six months old. Owner buying bigger launch. Apply to Box 395, THE CHINA PRESS.

31726

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 120 Szechuen Road.

31944

WANTED to buy from private owners—used autos, four and six cylinder, roadsters, five and 7-passenger touring and limousines. Must be in good condition and at an attractive price for cash. Central Garage Co. Used Car Dept., J. W. Davis, Manager.

31676

MOTOR Car for sale, "Delage" closed car, four cylinders, engine, etc. are in good condition. Price Tls. 1,500. Apply to No. 39 Markham Road, from 4 to 6 p.m.

32196 S. 22

FOR SALE, for a period of two days, complete set Alexander Hamilton Institute course, new. Offers to Box 657, THE CHINA PRESS.

32185 S. 19

WANTED to sell my Dodge car as it is—body damaged in shipment from States. No tools, no lamps, but chassis in A.1. condition. Actual mileage 6,000. Make me an offer, to Box 665, THE CHINA PRESS.

32202 S. 21

MUST sell my Buick five-passenger, 1920 model car. It was bought in April and has run 1,400 miles. Equipment consists of extra wheel, extra tire, special Klaxon horn, seat covers. Bumpers, front and rear. Will accept best cash offer. Apply to Box 666, THE CHINA PRESS.

32203 S. 21

FOR SALE, Oldsmobile eight-cylinder motor-car, seven-passenger, model 45A, in perfect condition. Equipped with four nearly new Firestone Cord tires and one spare cord tire, spot-light and bumper. Best bargain in Shanghai. Trial by appointment. Apply to Box 635, THE CHINA PRESS.

32157 S. 20

FOR SALE, new, mahogany, art model Hawthorne gramophone; new, golden oak, art model, Hawthorne gramophone. Price reasonable. Address C. F. Kelley, Carlton Cafe.

32163 S. 23

MOTOR car for sale: Ford town car, slightly used, paint and motor like new, special fenders. Can use open or closed, carries six passengers. Apply to Box 513, THE CHINA PRESS.

31949

Science Explains Why "Getting Mad" is a Good Thing For Us

Observations Which Seem to Prove That Anger Helps Everybody to Learn, Work and Succeed, and That Old Maxims About Keeping Your Angry Passions Down Are Erroneous

YOUR child's habit of "getting mad" is not, as many people have supposed, a detestable fault that should be stamped out at any cost. It is, on the contrary, a most essential quality, without which he can never be of much value to himself and society.

Never try to destroy your child's temper, for that is one of his most valuable mental possessions. This is the deliberate conclusion of science after a careful investigation. The latest views on this subject are contained in a book entitled "The Psychology and Pedagogy of Anger," by Roy Franklin Richardson, Professor of Education, University of Maine (published by Warwick & York, Baltimore).

In this book Professor Richardson summarizes his own views upon anger, his reports gathered from a large number of students, and the views of many other psychologists and scientists.

These observations show that anger was the first step in civilization, for when an individual first got thoroughly "mad" with another and took a large share of the means of subsistence he became a leader of mankind. Without anger against some injustice there has never been a concerted movement for human progress.

Anger increases the power and efficiency of the individual in mind and body. In all attacks of anger there are three stages: (1) The fore-period of resentment and diminished self-respect; (2) the period of violent excitement; (3) the period of reaction, which may be brief and pass off frequently with a pleasant feeling or may be indefinitely prolonged. It is the prolonged, not violent reaction, that leads to the greatest human achievements.

The poet Byron wonderfully comprehended the potentialities of the lingering after-period of anger, now explained by science, when he wrote:

"There never yet was human power
That could evade, if unforgiven,
The patient search and vigil long
Of him that treasures up wrong."

The observations of the psychologists are confirmed by the discoveries of physical scientists, who have found that anger causes the ductless and other glands to pour certain substances into the circulation which enormously increase the strength and resistance of the body. Thus, soldiers are enabled by fighting anger to perform acts which appear superhuman, as Dr. G. W. Crile has shown in his remarkable study of fighting men in the late war.

Professor Richardson's observations are almost entirely concerned with showing the value of anger in ordinary civilized life.

"With its running mate—fear—anger has played an important role in religion," says the professor. "The curse prayer of backward religion is motivated by resentment. A deity with an irascible temper like that of the ancient Hebrews suggests the role of righteous indignation in the discipline of the soul.

"Plato held that anger is at the foundation of the organization of the State. Professor Ribot has suggested that it is at the basis of justice."

Henri Bergson, the great living French philosopher, has written: "No society can reach civilization unless throughout its members there exists the nervous organization which supports the sentiment of anger and hostility against criminals, and this physical organization is the foundation of what we call our moral code."

President Stanley Hall, William James and Professor Dewey suggest that much of the best work of the world and the great deeds of valor have been done by anger.

President Hall says: "A large part of education is to teach men to be angry aright—it should be the aim of pedagogy to show how the powers of the soul should be utilized—man has powers of resentment which should be hitched onto and allowed to do good and profitable work. We should keep alive our emotions and allow them to do our labor."

Many psychologists find that anger is most valuable and necessary as the means of strengthening the will to action. Upon this President Hall says:

"At some point in the course of evolution anger comes in as a stimulant to aggressive willed action. Some favored individual first attained the power of getting mad, violently attacked his fellows, and so attained sustenance in the struggle for food."

Professor Richardson expresses the idea that anger is very valuable to a child thus:

"Ethics has at times advocated the elimination of anger as if it were a noxious product. From a pedagogical view it should be cultivated and excited aright. The familiar moral exhortations, 'Let not the sun go down on your wrath,' 'Love your enemies and do good to those that hate you,' and others like them, are in accord with some satisfactory individual reactions to anger; but their universal application would not always serve the purpose of ethics.

"A good, healthy resentment is, at times, a good thing and should be kept alive. The emotion, if it works, must not die out too satisfactorily at the cost of real effort. There should be a working residuum for the time when it is needed."

Anger is said to be necessary for a school teacher. Professor Cooley says: "No teacher can maintain discipline unless his scholars feel that in some manner he will resent a breach of it."

A fit of anger often clears the mind and allows it to perform all its functions with new energy.

A student, resentful of a criticism on the value of his work, reports that his resentment stimulated him to increased, determined action and intensified endeavor for several months in order to show the offender he was wrong. Many other subjects made similar reports to Professor Richardson. One reported that because the parents of a young girl did not consider him bright enough to marry her, he went to college and became a very successful student, always under the influence of the resentment.

For these and many other reasons the author concludes that a "too soft pedagogy," which heals over too soon the injury to self-feelings, is a mistake. The teacher should get angry and provoke the pupil to an irascible response in order to stimulate him to an intensified endeavor for a lengthy period. Attention and association processes are intensified by anger. But it must be remembered that anger in the exciting stage and at a situation too remote from the problem interferes with mental work.

It was learned that skilful telegraph operators worked best when angry, but the inexperienced operator was less efficient. Michael Angelo is said to have produced his grandest sculpture when in a state of irascible temper. The mass of mankind are sluggish and need a hearty resentment as a stimulant. There is no tonic like anger to a strong nature capable of bearing it.

The boy who has not the capacity for anger should be deliberately taught it by some means, according to this scientific investigator. Many a good intellect has gone to waste because it lacked the powers of resentment necessary for the most efficient work. Goethe said:

"With most of us the requisite intensity of passion is not forthcoming without an element of resentment."

It cannot, of course, be asserted that all anger is useful, for the emotion is often a wild outburst of brutality. In order that anger may be valuable to society it must react on a mind that is clever enough to employ it usefully and intelligently. The anger of an idiot or immoral person is not valuable.

Most of the students describing how they felt when angered revealed the very curious fact that the after effects were often pleasant.

"I found myself," one reported, "saying cutting remarks as if speaking directly to X, and I planned a course of behavior toward him that I considered would humiliate him. I finally ended by imagining myself kicking him down the street, telling him I wanted no more to do with him. The imagery of this act was pleasant. I felt victorious. X was imagined as penitent."

The imagery of the pugnacious attack in some form is quite a common characteristic of the mental reaction to anger. It occurs after a period of restraint when there seems nothing else to be done; imagination and fancy appear at such a crisis and assume the role of a substitute for hostile tendencies which the subject has controlled.

Another student subject, C, describing his reaction to anger, said:

"My first impulse was to kick X. The restraint was accompanied by motor images of kicking him, followed by the image of his being hurt in the face."

Student G, describing his anger, said: "I felt as if I wanted to bite or hit something."

B reported a case where he had been humiliated by some boys along the street. The tendency to anger at the time was controlled, but as he passed on the emotion arose with greater intensity.

"I imagined myself beating one of the boys," he said. "I gave him several good punches; he had no show at all. I came out victor and was enjoying it all."

It is a common observation that an angry man usually swears or uses some kind of violent language. Some persons have the idea that this swearing is a wilful depravity that only a low type of man would indulge in, but these scientists show that it is natural—almost a necessity—to use violent language in anger.

"Swearing, grumbling, invective, quarrelling, interjectional obloquy, etc., are very common signs of anger. The results would very strongly suggest that anger—rarely, if ever—occurs without its vocal expression in some manner; if not by direct vocalization, then by inner speech or vocomotor imagery.

"Introspection of slight emotions or anger lasting momentarily shows that their most marked sensation is one of tightening of the throat muscles.

"Defamatory language or mild swearing is common with all the persons studied while in the privacy of their own rooms when the restraint is off.

"The expression of the vocal cords is one of the most successful vents."

In order to obtain further information concerning the effect of swearing in relieving an angry person's feelings, the professor instructed one of his subjects, identified as B, to abandon himself to loud and vigorous profanity and invective on the next occasion when he became angry.

The student followed these instructions carefully. Afterward he reported that when he first became angry the feeling was an unpleasant one, but as he broke into a loud and prolonged outburst of swearing the anger soon passed into a rather pleasurable excitement.

When an angry person refrains from giving expression to his emotion, either from motives of decency or the absence of the offender, the thinking of cutting remarks may be substituted for the actual verbal attack. The subject is aware that what he says to himself he would like to say to the offender.

The angry man thinks just what he expects to say and wants to say, how he will say it, the inflection of the voice, the emphasis of words and dramatic attitude. He may imagine the effect of the attack on his opponent, the latter may talk back. The imagined verbal combat is usually a one-sided affair and ends in victory for the subject. Drastic remarks and the most cutting sarcasm were planned at times by the persons studied.

One person admitted that he could not at first think of a suitable cutting reply to an offender. His anger kept on breaking out again, until finally he thought of a satisfactory retort, and then he felt pleased and happy.

There are but few cases that show no pleasantness in some degree in the reactive stage of anger. "The pleasantness," the professors say, "ranges from mild relief to active delight. Periods of restraint during anger are periods of unpleasantness. Periods of lessened restraint are accompanied by relief or pleasantness."

Anger disappears suddenly and turns to pleasantness if the subject gains the object of the emotion. For instance:

"Subject A stated that he got on the wrong street car. The conductor refused to allow him to get off at his corner of the street. A felt angry—not because he was hindered from getting off, but because of the insulting attitude and remark of the conductor, who said, in a hostile manner: 'Why did you not pay attention to what I said; this car does not stop; you will have to go on.' A. then became angry and stopped with no further words.

"A. observes: 'As I stepped off I had a distinct feeling of unpleasantness. I felt I had been victorious. I was no longer angry. Sensations were still present in chest, arm and leg muscles, but these were now pleasant. Upon recalling the incident, I had not the least resentment against the conductor. On the whole, I now felt glad the incident had occurred.'

"Pleasantness is felt on the observation of the offender's failure or humiliation. Student C, becoming angry at X, who was manipulating some laboratory apparatus, says: 'I let him proceed, rather hoping he would spoil his results. When I noted he was failing and observed his discomposure, I felt pleased. That satisfied my anger at once.'"

Here are some conclusions, based on the reports of students, concerning their emotions:

"Anger has an important influence upon mental life and behavior long after the emotion itself has disappeared. Other emotions may immediately follow anger, such as pity, regret, sorrow, joy, shame, remorse, love and fear.

"Feelings of unpleasant irritation follow anger when social or other conditions prevent adequate expression.

"A successfully terminated fit of anger leaves the subject in a state of confidence toward himself."

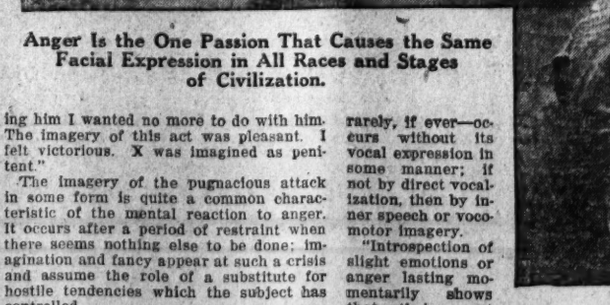
Professor Richardson finds that the momentum acquired during anger by determined emotional outburst may help to strengthen the will and allow old habits to be more quickly broken down and new ones formed. Anger at oneself is most effective in producing this result.

Some persons derive much satisfaction in picking the sores of their unhealed resentments—little acts of revenge and humiliation are suddenly hit upon. Even hate may have its pleasure.

One highly intelligent subject became angry with his grocer and went to another store.

"I then bought several things I did not need," he said. "I felt I was retaliating and enjoyed it."

The Assassination by Charlotte Corday of Marat Illustrates Two of the Wonderful Results of Anger, (1) It Gave a Gentle Woman Power to Kill, and (2) It Aroused Popular Feeling That Ended France's Reign of Terror. The Threats of the Angry Mob Shown Here Were Only a Passing Outburst That Was Followed by Deep-seated Popular Resentment Against Marat's Associates. From Painting by J. J. Weertz.



Anger Is the One Passion That Causes the Same Facial Expression in All Races and Stages of Civilization.

A Fit of Rage in a Gorilla Produces Nearly the Same Expression as in Man, Showing the Early Evolutionary Existence of This Emotion.

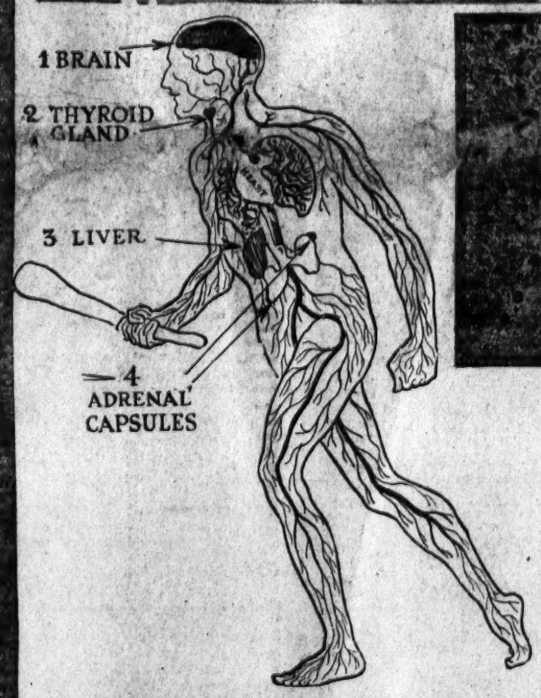
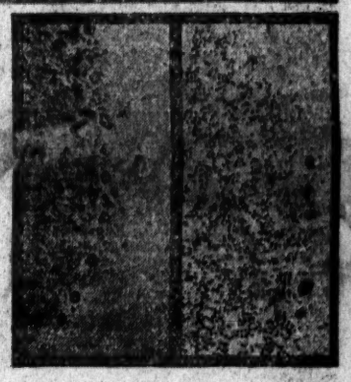


Diagram Showing the Chain of Glands and Organs Which According to Dr. G. W. Crile, Pour Energizing Substances Into the Fighting Man's Blood When He Is Roused by Anger.



(On the Left) A Microphotograph of Normal Brain Cells; (On the Right) The Changes Produced by Anger Upon Similar Cells.

"Snow Gowns" by Lady Duff-Gordon

Draped Evening Gown of Two Shades of Marquisette, with a Low Girdle of Brocaded Satin.

A Debutante's Dance Dress of White Net Over Damask Satin

Chiffon, Silver Lace and Silver Brocade Compose This Gown.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("Lucile")

JUST as a play with a snowfall scene is vociferously greeted by an audience in midsummer is a gown that suggests frost or ice or snow in glistening midsummer days. Welcome as the tinkle of ice in a long glass at 3 o'clock on a midsummer afternoon is such a gown. "Snow Gowns," as I have named them, are of white, filmy material, like a flurry of snow, transparent. Or they are of satin, smooth and glistening as ice. Or they may be of lace, delicate as the tracery of first frost on a window pane.

Three snow gowns are displayed in a group for your inspection, and, I hope, for the lowering of your temperature, to-day. Showiest of all is the middle figure. It shows a debutante's dance dress. Of white net, it is over damask satin. The crush sash girdle is of metallic silk. Clustered above it on the corsage in front are flowers of floss. The ruffles on the net overdress are finished with an edge of silver ribbon.

On the left you see a daintily draped evening gown in two shades of marquisette. Below the draped bodice is a low girdle of brocaded satin. Galloon tassels adorn the side of the corsage and skirt and the end of the draped train. The skirt is trimmed with a lattice of satin and velvet ribbon arranged over brocaded satin.

The right-hand figure is used to display an evening gown trimmed with silver lace. The girdle is of silver brocade. The loops that extend the panniers are of silver brocade.

Longer Coats For Fall Wear

Belts And Waistlines Are To Descend, If They Are In Evidence At All—Hints About Prospective Suits

(*New York Times*)

ats for suits will be longer Fall. The little, short, perky ets were all right so far as ity of the silhouette was con- ed, but what warmth can a length coat supply? Now es the actual proof that the s shall mark the finish of newer coats and they may ex- even below that point. Then he lines are straight and the rteat of the coats are strictly red with armholes that fit to cety.

elts and waistlines? Yes, are longer, too. The smart- of the coats are straight and belts at the hip lines do not uch by way of confining the fullness. They leave an un- en line, so the silhouette is ght with no noticeable curves. of the most stylish suits at ecent fashion exhibit had a le-breasted coat made with -fitted seams. The color of suit was a dull taupe and all he edges were bound with a gold braid, the two front s exactly meeting each other. re was no belt on this coat. ad a standing collar with the d binding about it, and the was short and almost ex- e in its tightness. As for waistline there was no sug- ion of such a thing. The coat ired no belting to complete it. hese newer suits will not run ely to lavish fur bandings. buyers from all over the ntry say that a general ten- y toward economy shows it- in a movement to keep away heavy trimmings of fur. applies mostly to the ium-priced suits, for the real- travagant ones still show fur ming. However, it is not ly so much a favorite thing was some seasons ago. The s to be carried are tiny and d, and the fur collars are lit- narrow bands held tightly t the throat with one or two ed ends jutting out.

mbroidery is liked for trim- suits just as much as it is dresses, and there are suit s shown with embroidery ap- d in every conceivable spot. most effective of them are e that confine the decorative hes to the form of medallions ped about the lower edges of coat. Sometimes the embroi- d trimming runs about the e outline of the coat, and etimes it is distributed about waistline, above or below, as case may be. Often this em- dery is done in black on dark

Sometimes it carries h of red or orange or bright n, but usually it is kept low ne. There is no doubt, how- that a discreet amount of oidery does help, and Amer- women like the idea.

ere is a tendency to use tucks applied narrow flarings on the of thinner, more pliable rials, such as broadcloth and e. Also pleats of the tight rdion variety are often in- ed in. On the whole, not all e suits can be called strictly red, for many, like the ch suits, show dressmaker hes.

veral suits at a recent fashion had aprons of fur, tiny flar- peplums. One was of ermine dark red suit and another of kolinsky. It is an arbi- idea, but when the model s her hands under her fur n, one's eye open to the rness of it. There is the attached permanently, with anger of being left on store ters. The aprons of fur were ant and certainly were dif- nt, though there is no telling whether they will meet with enthusiastic reception.

ny of the new suits have col- that stand up and button ly under the chin. They are ary looking little affairs, but times there are flaring shell- arrangements which jut out nd the face and form a pic- que frame for it. There are with little neckties tied in bows about the tight col- and then there are others leave the neckline plain. others have jaunty little s of fur fastened snugly over

new suit that has attracted a t deal of attention is one e of two tones of duvetyne, of them being new shades own. The darker tone forms basis of the suit and the r one acts partly as a trim- and partly as a section of suit. Where one color s the other or falls over e edges are bound with a old braid.

is predicted that the tones rown will be more than po- r for the coming season, es- ally for suits. The most po- r material, duvetyne, is al- at its best when in shades own or taupe or gray. Then n is pre-eminently a Winter . Nothing carries with it warmth of coloring. Brown are among the most satis- ory because often in that e they are nearest their ral colorings.

ffs of fur on the Winter suits ultra smart, but they are not hile flaring cuffs of a season wo ago. They are not more than four inches wide, they fit snugly or hang away in loops made by the band of fur. This style has been done on dresses during the last season, but it is new to apply the idea to fur trimming for suits.

Many of the suit coats, while they are long in the back, reaching as far as a point below the knees, are nevertheless short in front. This uneven line is attractive when it is properly done and the style grows out of the Directoire influence which tends to make the skirts of the coats more flaring, the waistlines tighter and the bodice section of the coat more nearly fitting the lines of the figure. Suits of this sort in velvet are very good. And those combined of a velvet coat and a satin dress to match are among the smartest things to be seen. One suit of this sort had a onepiece dress of black satin made in chemise style. There was no trimming on the frock itself except some cleverly placed stitches of loose drawn work. The coat that went with it was of black velvet. It was lined with black satin. Box suits for the younger generation are still popular. That is a type of coat that is always suitable for young women with thin and graceful figures, but it is hopeless when applied to anything out of that class. A new suit with a box coat has a slight flare to it while the skirt remains straight and almost tight. The coat is made with an embroidery trimmed waistcoat and the ends of the tightly fitting sleeves flare over the hands. The collar of this suit illustrates quite a new form of keeping the throat protected and warm. It is wide and made on straight lines. There are two buttons directly in front and when the collar is fastened and in place it becomes almost a scarf wrapping.

As for suit collars in general, many of them are made on this plan. They are constructed so that they can become a protection to the throat and shoulders when the weather demands, and, when the winds are less severe, can be laid back. This has been done before, but this season the collars have different shapes. They are straighter than they were last season and contain more material.

A suit that conforms to the low waisted lines but that is made with a blouse instead of a straight line, is particularly agreeable looking. It has a youthful look about it and still need not be worn by an extremely youthful person. There are all sorts of types that would look well in this model.

Among the suits for younger girls—"flappers," as the trade so familiarly styles them—have shorter coats than do the models for older women, but this is only plausible as the shorter line is the more youthful and girlish line after all and because the younger figure cannot carry off the more dignified lines with any degree of success even should it care to do so. Most of the flapper suits have coats of fingertip length and skirts that are straight and narrow without any trimming. These skirts are gathered slightly at the waistlines and fall in straight lines with hems in proportion at a point as many inches above the ground as the youthful wearer may demand.

There are wraps which are made as parts of costume. They promise to be extremely smart during the coming Winter. The cloth for the wrap matches the cloth for the gown and there are ways in which the combination is varied. Sometimes a part of the frock is made of the same silk that lines the wrap, as for instance, one of taupe duvetyne that was lined with one of the new printed silks. The same silk was used for making the upper section of the chemise dress, which was simply belted with a narrow band of the duvetyne. Another of these combinations was made of dark green duvetyne or of one of the materials that closely resemble it. It was lined with a cream-colored satin and the same satin was used on the frock as trimming.

Then there are serge dresses with wraps to match and the same thing is done in velvet and so on.

Wraps are trimmed lavishly with fur, especially as regards collars, for the collars are sometimes so large that they reach the waistline when they are laid open and when they are closed they huddle about the neck in a way that would keep away the strongest and chilliest of Wintry blasts. Cuffs of fur are not so much used on these cape affairs, for more often than not there is merely a slit made for the hands to come through when that becomes an absolute necessity. Most of the time the hands are buried under the folds of the cape and are used only for gathering the wrap about one's form so that it takes on those clinging folds that can only be gained by a consistent and artistic use of the feminine arm in conjunction with the folds of the cape.

Hot Weather Hints

At this time some suggestions for hot weather shopping may not come amiss. There are many things that we find we have omitted from our wardrobes—things which are quite necessary to our comfort. We all know how trying it is to make trips to town and search through the shops at a time when clothes are not as easy to procure as they are in the spring and autumn seasons.

A collar or a guimpe may be lacking. The little thin slip-on sweaters, which are so popular, really require a special type of collar. Many of the best shirtwaists do not fit the neckline of this sort of sweater. It is interesting to know that the shops have sleeveless guimpes with both frilled and tailored collars which are made especially to wear under these sweaters. One may spend hours searching for a blouse suitable for this purpose, whereas the shopping is made easy if one knows just what to look for.

GUIMPES OF ORGANDIE, SLEEVED AND UNSLEEVED

Such guimpes may be found at the neckwear counters. They are of organdie, with some distinctive bit of trimming, often consisting of embroidery and sometimes of narrow lace. If you do not want your guimpes sleeveless you may have them with plain sleeves. These, of course, are desirable for the sweaters which are thin.

There are organdie guimpes with Buster Brown collars and bright ribbon ties for middy sweaters. Then there are some with turn-over collars and ruffled fronts, which are always becoming. The Tuxedo sweater, too, has been provided for with guimpes having turn-over collars and ruxed fronts. Especially attractive are those of white dotted Swiss, their frills edged with real lace.

In the warm weather a light weight corset is really essential to comfort. Especially for sports do we need something of this sort. To fill this requirement there is the French tricot girdle. "An especially good one has no steels except one on either hip. Little bands of satin form a trimming, making it more attractive than the plain tricot girdle.

COOL HATS TRIMMED WITH STRAW EMBROIDERY

These corsets do not hook in the front, but are known as "step-in" corsets. Just as their name implies, one steps into them and fastens them with the back lacing. This is the most modern way of making corsets. The elimination of the front fastening makes them less bulky, thus tending to give the wearer a slender appearance. The latter point alone is likely to increase their popularity. They also come made of jersey with a bit of Valenciennes lace as trimming. The latter have a bone in front, but the fastening is in the back.

Among the cool things for warm summer days are the organdie hats. Something quite different in the way of trimmings for such hats is straw embroidery. Usually the natural colored straw is used on mushroom shapes covered with organdie in either white or pale colors. A hat of orchid tint may be quite elaborately embroidered with natural straw and encircled by a narrow purple ribbon with little fluttering ends.

Large drooping shapes of white organdie are trimmed with beautifully shaded ribbon. Many rows of the ribbon, which is narrow, are placed about the crown as well as at the edge of the brim. Bunches of small, bright-colored fruits sometimes droop from the brims of such hats. Orchid-colored organdie hats have cherry red facings and are banded with silver ribbon tied in a big bow at the back. This makes a most unusual combination of colors.

ALL'S WELL THAT ENDS WELL.

A FANCY DRESS FRIENDSHIP.

"I WISH," said Helen, as she gave her hair a final pat, "that I could get hold of a really decent costume for tomorrow night. This Jazz affair is getting dreadfully tired. And every other girl in the room is wearing its twin sister."

A pretty rose-and-grey Pierette who was adjusting her right shoe nodded reflectively.

"M'm" she said, "But it is no good worrying. It's a bore not being a plutocrat . . . I say Helen . . . just look there!"

The two girls gazed fascinated at a woman who had just slipped off her cloak. She wore a delicious eighteenth century costume of mauve satin over a sprigged petticoat. A white powdered wig set off her softly glowing face and a patch was perched naughtily in one dimple.

"Isn't she exquisite?" whispered Helen. "I think those old-fashioned things are enchanting . . . and original these days! Come along, Mabel . . . they're waiting for us."

. . . . . .

It was a very depressed Helen who changed her shoes in the dressing-room after the dance. Her costume was rumpled and torn, and a large stain was visible on the front.

"I *can't* go to the 'Excelsior' in this tomorrow night" she confided to Mabel. "I'll have to tell Guy I've got a headache or something."

"Poor old girl" sympathised her friend. "I've only this one fancy dress and I haven't a sou in the wide. Oh, I say, I was introduced to that lovely creature . . . she's a Mrs. Beauchamp. She's asked me to have tea at her flat tomorrow . . . here she is . . . I'll introduce you too."

. . . . . .

The following afternoon Helen and Mabel were having tea with Mrs. Beauchamp. It was a charming room, and though the weather was warm, a small wood fire burned clearly in the grate.

Mrs. Beauchamp's appearance by daylight had given both girls something of a shock. Her frock was pretty, her complexion beautiful, but the lovely wig of the previous night had given place to her own hair, which was lank dull and straight. Though she seemed young there was already more than one grey streak in her locks. She looked almost plain.

"I'm glad you liked my frock," she smiled, in answer to a remark of Mabel's . . . "But it always depresses me so. I do wish I lived in the eighteenth century, or that wigs were the fashion now-a-days. I *can't* camouflage my horrid hair anyway by daylight! Have another cake, Helen, they're *real* cream! Forgive my being frightfully rude, but could you tell me where you get your hair waved? Or is it natural? Because I was admiring it all the time at the dance."

Helen laughed.

"Can't afford to patronise hairdressers," she answered, "and it isn't natural. No, I just use *silmerine*." She finished as if that explained everything. Mrs. Beauchamp knitted her brows.

"Silmerine?" she inquired, "I'm afraid I'm very ignorant. What is it? Where do you get it? What do you do with it?".

"One at a time," laughed Helen. "It is a rather nice smelling colourless liquid. You can get it from any chemist's. You just damp your hair with it, put in slides where you want the wave . . . and, voilà, ze curls . . . "

"But that's too wonderful," exclaimed Mrs. Beauchamp. "Do you have to use it every day?"

"Oh, no . . . the effects last for some days. And the queer thing is that the more you use silmerine the less often you require it. It seems to coax the hair into natural waves that stay in of their own accord."

"If my hair weren't so odiously thin and streaky," said Mrs. Beauchamp, "I would rush out this minute and buy a bottle before I have another sandwich. But my grey locks would look too ridiculous in waves. Shall I buy a bottle of peroxide or Condy's fluid and turn my few remaining hairs a bright gold or red?"

"Mrs. Beauchamp," put in Helen, "I'm going to reveal a horrid secret. A little while ago I found some grey hairs on my own head. Mabel's fair; she won't go grey so soon. So I got a packet of *tammalite* and dissolved it in bay rum, and put it on the faded parts with a clean little brush. It was wonderful the way that it gradually brought back the color to my hair."

"How lovely," exclaimed their hostess. "Yes, I really must try that. Tammalite, you said, didn't you? By the way, a lot of people I know are using *boranium* as a hair tonic, but so far I haven't tried it. Do either of you know if it's any good?"

"Any good?" chorussed the two girls . . . "Why, it's the only thing . . . "

"I mix it with bay rum——"

"You can use eau-de-cologne, I believe——"

"Its the most priceless stuff——"

"My hair's grown heaps thicker since I used it."

"Good gracious," interposed Mrs. Beauchamp . . . "I suppose I shall have to use it too. I'll put it down with the tammalite. What do you shampoo with?" she asked, "you've both got such glorious hair."

This time Mabel answered . . . "Oh, the usual . . . *Stallax*, you know."

"Stallax?" I don't seem to know it. Is it some special preparation?"

"I don't think so," replied Mabel. "It is quite ordinary stuff, I believe. You can buy it in ¼-lb. tins from most chemists. But it makes the most lovely shampoo; it lathers gorgeously in any water and your hair dries quickly after it and looks so soft and bright. My own hair always gets so dry and brittle after a shampoo of any kind that I always massage my scalp with olive oil before washing it."

"That's awfully nice to know," said Mrs. Beauchamp . . . "really, I'm most intensely grateful to you two girls. I've been envying your hair."

"And we've been envying your complexion," said Helen . . . "I do wish I had nice pink cheeks like yours, and I don't like the idea of rouge."

"*Powdered colliandum*," said Mrs. Beauchamp, in a dramatic whisper . . . "just a trifle . . . harmless . . . indetectable . . . any chemists . . . used it for years. By the way, Helen, didn't you say something about wanting a fancy dress for the 'Excelsior' dance tonight? You wouldn't care to borrow my rig-out, I suppose? It's just your size, and I know it would suit you."

"Mrs. Beauchamp," said Helen, "you're one of the best."

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Health, Beauty And The Home

If Sugar Stays High

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

MY own opinion is that the present shortage of sugar and its ridiculous price are the result of the most stupendous profiteering gamble in history. It was not the shortage of the crop or the foreign demand from which we are suffering. It was pure profiteering to protect the American crop of inferior quality and let the Cuban crop go to England. Also, the candy gentlemen were "in on the game." They bought sugar at the lowest price and are cheerfully on the way to asking $2 a pound for their wares.

We are facing not a theory but a fact, as every housekeeper knows to her sorrow. We are short of sugar, its price is abnormal and the question is—what can we do?

In the first place we can all decide that we need less sugar than we have been accustomed to using. As statistics will prove, the adult American has been in the past years using about seven times as much sugar as the adult in any other country. Nowhere else have sweet drinks, candy and other saccharine things been so extensively used. Abroad, a few "bonbons" are a rare treat even among the wealthy, but here it is no uncommon thing for us to buy a box of candy every day or two.

How many times have I seen mothers simply cover the children's cereal with sugar. How many thousands of millions of lolly pops have I seen being sucked by children under six who had no business ever eating candy at all? In how many homes is it not the common thing to have a richly iced cake several times a week? All of these habits must go or be greatly modified. We must all definitely resolve not to want so much sugar—to be satisfied and happy with less.

The second step will be to accustom ourselves to foods which give approximately the same taste or results as sugar. There are first all the sweet fruits. For example, if we eat one or two perfectly ripe bananas, several dried figs or a handful of raisins we will be taking into our system as much sugar as would be gained through the eating of a quarter pound of candy.

Other foods which give approximately the same energy are the products of corn. We get a sugar comparable to that of the cane from the starch of corn. There is indeed little difference between the sap extracted from the sugar cane and the sap or syrup extracted from the kernel of sweet corn. Corn syrup, corn starch, etc., when taken into the system have a similar stimulating effect to that of the sugar of sugar cane. The corn, of course, has to be changed into a slightly different sugar in the body, but the results are the same.

This is why we should increase our consumption of corn products if our supply of sugar is cut off. Corn starch desserts, corn breads, corn cakes, all the corn products will bring energy and heat into the diet.

The common grape yields as high as 30 per cent of pure sugar. Probably in no other form is sugar more pure. When their season is at its height, eat freely of grapes, not only for their sugar value, but for their other beneficial qualities.

Oranges contain a very high per cent of the purest sugar. Orange sugar consists of levulose and dextrose, and would be perfectly assimilated if injected into the blood. One orange yields 240 food units per pound, while buttermilk equals only 176 units per pint, or one-fourth less than orange juice. But in another way, one pint of orange juice contains nearly the same amount of food units (measured in sugar or heat qualities) as three-quarters of a pint of milk. In other words, the liberal use of oranges will satisfy the sugar craving, and is probably the best way of giving sugar to infants and children.

Dates often have as high as 60 per cent sugar, chiefly glucose or grape sugar. Dates are therefore a practical sugar substitute and an especially good form of sugar for the young child. Figs have a 55 per cent sugar quality, so that one or two of them combined with some dessert of starch will satisfy that hungry sugar tooth.

Let me touch strongly on the point of putting sugar on cereals. From the viewpoint of health, the practice is entirely wrong. Cereals are sweet in themselves. They are almost entirely starch, which is comparable to sugar, so that when we put sugar on them we are simply adding the same quality, which is, I repeat, entirely wrong and unnecessary. In all places where diet is studied, cereals are eaten with butter, with cream or milk only, or with salt, but never with sugar.

Sugar, as is well known, has an affinity with lime. Our teeth are made of lime, hence an extra indulgence in sugar results in more work for the dentist. It is not too much to suppose that the excess of dental work and the abnormal amount of false teeth now sported by middle-aged people is partly due to our extra indulgence in sugar.

How many of us recall some old-timer, some old gnarled man, probably of Irish or Polish stock, now hale and hearty at eighty and still showing a good set of strong teeth? Did this individual indulge in box after box of candy all during his growing period? Did his mother lay a thick layer of sugar over his "porridge" when a child? Did he go around with an all day sucker? No, he did not. In his childhood granulated sugar was almost unknown and fully as expensive as it is to-day. He had molasses or "treacle" on his bread, and he probably never ate a piece of candy.

I for one am glad that we have a sugar shortage if it will bring mothers to their senses and make them see the really harmful effects of a high sugar consumption on the part of growing children. We absolutely do not need all the sugar which we have been using.

Let no one suppose they must break their pocketbook to pay the present high price of sugar. Let's change our national habits. Let's use plenty of starch, molasses and corn syrup. Refuse to pander to the profiteers by using your common sense in this sugar situation.

Famous Beauties of Stage and Screen, No. 5—GAIL KANE.

A Lovely Mouth

By Lina Cavalieri,

The Most Famous Living Beauty.

WISHING to have a beautiful mouth, we must have ever in our minds an image of what we consider a perfect mouth. Because, you know, to be beautiful one must have an ideal of beauty and strive always to reach it.

Of course, ideals and ideas about beauty differ greatly, but there can be very little difference of opinion about the attributes of an attractive mouth. In the first place, it must be well shaped; secondly, it must be red, but not too red, and the teeth must be or seem to be perfect.

If I allowed myself to say what I think of the majority of the women I meet, I should say that their eyes are beautiful, but their mouth is not so lovely. I should say also that their lips are too thin. Many women spoil the appearance of an otherwise perfect mouth by failing to have the defects in their teeth attended to.

The reason for this fault of lips that are too thin and too straight lies chiefly in the character. Many women have immense self-reliance as well as tremendous decision, and these characteristics are written in lips that are so hard they might be carved from pink marble—straight, fine and unyielding.

I would not change those wholly admirable traits of character, but I would use massage to relax the muscles about the lips and remove that hard, drawn expression.

The pleasing mouth has lips that curve from thin outer corners to a ripe fulness at the middle. The sweep should be upward to a fine cleft at the middle of the upper lip. A deep cleft just about the center of the upper lip is one of the recognized marks of beauty.

The lower lip should be straighter and not so full as the upper. Much has been said by many writers in praise of the wonderful beauty of the lips, but there is nothing more expressive or illuminative than "Cupid's bow."

Study the sweep of a bow held in place by a cord. It adheres to the rule, "Curves are the lines of beauty." The curve, wherever found on the human body, is soft and tender. It seems to be the blending of countless curves. So it is with the mouth. I once heard the mouth of a cruel, gossipy woman described as being "like a slit in a stone wall." I thought the phrase a very apt one.

Personally, I believe in allowing the mouth to take care of itself. It is its surroundings, its carriage ment, so to speak, that is important. Look to the lines from nostrils to lips. See that they are removed by massage.

Massage is good because it restores the circulation. It is like a system of irrigation for waste land. Creases are caused by lack of circulation. The muscles that hold the mouth in a firm line are thread-like, one just above and at the sides of the lips. It is highly important to keep these taut by massage.

As to color, I have said that the lips should not be too red. The normal lips should be precisely the same color as the gums. So they should be a deep pink or a light red. Not blood color, mind you, but at least three shades lighter.

A well-known Italian authority on beauty said the beautiful mouth should habitually be open enough to show five teeth. This is attractive but not hygienic. The teeth are to the beauty of the mouth as the keystone to the arch. Without the keystone there can be no arch. Without lovely teeth the beauty of the mouth does not exist. The lips are a promise of beauty. The teeth are its fulfilment.

The teeth should be regular. They should not be crowded together, and there should be no aggressively noticeable spaces between them. They should be white or seem white. The unromantic truth is that teeth are never really white. But in contrast with the lips they look white, and the more healthy looking the lips the whiter do the teeth look in contrast. Which is the reason, I suppose, so many women think they look more beautiful with frightfully over-carmined lips.

Nothing is further from the truth than this belief. The best way to preserve a good color in the lips is by keeping the bodily health good. If the circulation is defective the lips will be pale. If we become anaemic pallid lips will be one of the first signs of our state. To make them healthily red improve the tone of the system by two means. Be sure to sleep enough. You may need eight hours or nine. You yourself know how much you require. Take it.

Also be sure to eat enough nourishing food. Eat often and lightly. Eat of meat sparingly, but depend greatly upon vegetables and eggs. Eggs have much iron in them. So have string beans, spinach and beets. Milk, too, is an excellent builder of new tissues and will go far to correct pallid-looking lips and make them healthily red.

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AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 19, 1920

Experienced Driver Is King Of Road, Declare Motor Car Savants

Care In Handling Machines To Be Found Among Men Who Know Game, Declare Experts

Driving, to the experienced motorist, resolves itself into a series of movements which to him have become mechanical. One might say that driving to him is a habit and the operations of accelerating and gear shifting and braking at the proper time are accompanied by little actual thinking, writes Frank Manning in Motor.

Practice at the wheel and above all adherence to every rule promoting safety have made him a good driver. It is characteristic of the good driver that he is careful. He drives slowly compared with the beginning; he drives down steep grades in second or first speed; he turns slowly; he starts and stops gradually. All of the things that the experienced driver does are good for him, the other users of the road and for the mechanism of the car.

Take such a simple matter as hold—different positions of the hands are possible, the good drivers say that the wheel should be held so that the assuming the wheel to be the face of a clock the hands indicate 20 minutes after ten.

MAKE BIG BILLS

It is not uncommon for the repair bills to be in direct ratio to the number of different people who drive the same car. Much money can be saved by proper handling and that is why the beginner is apt to injure the engine and gears in a very short time. The clutch should never be engaged harshly, that is, with a jerk. If the jerk is severe it is likely to cause breakage of a bevel gear and, besides, it strains every other part of the driving mechanism. Starting from a stand-still should be very gradual. There is no need for attempting to attain 30 miles an hour in a few seconds, just for the sake of the speed. Starting should be slow and the gear changes made slowly and without clashing.

Some drivers, even after years at the wheel, have not learned to shift gears without causing clashing. I have talked with a number of women drivers lately to learn why they cannot overcome this bad habit. I discovered that none of them knew that it could be stopped. If the engine is accelerated just slightly, that is the pedal barely touched for an instant while the shift is being made, the gears will usually mesh freely.

I recently had a talk with a number of car owners whose wives drive their cars. These owners stated that during the early life of the car the repair bills were high because of the fact that their wives could not start the car smoothly, and shift gears without clashing. Two of these owners had to pay for new ring gears because the hand brake was applied when an attempt was made to start with harsh clutch engagement.

ON BRAKES

Driving up and down grade is, to the experienced driver, no more trouble than driving along a level stretch. There is no need to burn brake lining unnecessarily when going down a grade. As a matter of fact many grades do not require the use of brakes at all, though most drivers use them.

There are two forms of resistance which can be put into use to retard the motion of a car, the brakes and the engine (when it is not firing). The greater the engine speed when the engine is not firing the greater the resistance it offers, so that if the gears are in second speed the car will roll down a hill slower than in high. In first speed the speed will be slower than in second. The brakes should not be used on long grades unless the car travels too fast in first speed. Then the brakes may be called upon merely as auxiliaries.

The next time you have occasion to travel down a very steep hill, shift into first speed, turn the ignition switch off position and hold your foot on the brake pedal, but do not apply the brakes. You will find you have the car under complete control and that the brakes will not do one-tenth the work they formerly were called upon to do.

In ascending grades many drivers keep the gears in high until the engine begins to labor and then the shift is made. I believe that this is wrong, that the shift should be made before the engine labors.

HAVE A HEART

Some drivers insist upon their cars taking every hill on high with the result that the engine simply knocks until the crest is reached. There is no need for this. The European driver with a four-speed transmission uses the intermediate gears quite frequently to avoid any undue stress on the engine and other parts on the car.

A mistake often is made by many drivers in assuming that they are better off if a rough grade can be made in high when the car is going fast. I think you will find that where the road is rough, as a cobble road, the slower you ascend the better it will be for the rear tires. When you ascend quickly the rear wheels bouncing up and down grind off tread rubber.

The writer happens to be one of those unfortunnates whose home is on grade and who once experienced the unpleasant sensation of watching the car roll down of itself. A boy playing at the wheel had turned the front wheels so that one of them was removed from contact with the curb. I thought it was sufficient to turn the wheels toward the curb, but I have since learned that it is safer not only to cramp the wheels, but to apply the brake and keep the lever in gear.

There are certain fundamentals of driving which art perfected through continued use. Brake application usually is considered the easiest of operations; yet you no doubt have ridden in care and complained about the driver stopping too short and almost throwing you out of the car.

Brakes should be applied evenly and progressively. Pressing down hard on the brake pedal will stop the car but it is not the best thing for the mechanism.

BRAKES TOO HARD

Gentle application is what is needed, but, of course, if the driver is of the careless, daredevil variety he may find himself confronted with the problem of braking hard or hitting another car. The good driver rarely drives fast, he brakes slowly and evenly, steers when the car is running slowly so you are not thrown forcibly to one side.

The driver in the city has certain problems peculiar to him. In crowded streets there often is occasion to drive into a space not much longer than the car itself. Some drivers find it very difficult to get into and out of a place of this kind. All drivers should take advantage of store show windows which show a reflection that is a helpful guide.

SKIDDING DREADED

Skidding is dreaded even by the best of drivers. The good driver when he knows a skid is imminent shifts into second speed and avoids disengaging the clutch. The new driver usually disengages the clutch and applies the brake, then if the brakes are the least bit unequalised the car skids beyond control. If a shift cannot be made the brake alone should be applied and the clutch disengaged at the last moment to prevent the engine from starting. Avoid whenever possible harsh application of the brakes.

In overtaking cars on city streets too much certainty is placed in the driver ahead. While it would be a very pleasing thing to be able to know just what a driver is going to do, it is nevertheless much safer to assume he is going to do the wrong thing. Therefore in overtaking a car leave sufficient room so a quick turn can be made to avoid the other car if necessary. Especially at night is it advisable to take extra precaution. The argument after the smash-up does little good if someone is injured; the time to do the thinking about what should have been done is before anything happens.

Annual Gasoline Product on

(Bureau of Mines figures.)

	Gasoline Produced Gals.
1899	280,560,000
1904	290,640,000
1909	541,800,000
1914	1,466,630,000
1915	1,747,200,000
1916	2,058,880,596
1917	2,850,546,423
1918	3,570,312,963
1919	3,987,197,510

GRAPHITE RELIEVES IT

When a gasket has been in place for some time the material often adheres so firmly to its base that removal is practically impossible without tearing the gasket. The way to obviate this trouble is to give the gasket a generous coating of graphite, which prevents adherence and permits using the part part time after time.

AUTO NO LONGER LUXURY'S TOY

Idea Passes With Proof Of Utility, Says Overland Distributor

Ever, since a certain justly famous person mentioned in Biblical history sold his birthright for a mess of pottage, which was the equivalent of a square meal in those days, there have been individual members of society who have insisted on living beyond their means.

The fact that certain individuals permit themselves to become habitual victims of this over-spending practice should not condemn society as a whole. Neither should the fact that some people at times neglect other bills to speed money for or on an automobile cause the unthinking bystander to class the automobile as a luxury and the automobile industry as non-essential.

BUILT FOR UTILITY

"The day when an automobile was primarily a pleasure vehicle has long since passed to the limbo of things forgotten," declares Mr. C. J. White, head of the Central Garage Company, Overland distributor. "There was a time when a man just about needed his whole day off to get from here to there and back again. He had to allow for possible tire repairs and motor adjustments that took much longer than at the present time. This was in the day when the automobile was not yet considered reliable enough for business purposes.

"Now motor cars are used primarily for business, and their availability as pleasure cars takes second place. Like the average person, the average automobile now "works" six days a week and goes recreation hunting on the remaining day. That is just one way of saying the ratio reads six to one in favor of the automobile as a necessary aid to business as opposed to the erroneous idea so many people still adhere to, that it is purely a pleasure vehicle.

"No one knows this better than the average traffic officer. He knows that his busiest hours are the business hours. After the day's work is done, there are thousands fewer cars on the streets than before the clock hands get around to quitting time.

NO LONGER LUXURY

"Who ever calls an automobile a pleasure car, is helping to classify it as a luxury, which should not be the case. While it is perfectly right to tax real luxuries, the automobile has now reached a place where it is a necessity rather than a luxury, and its owner should not be burdened with a heavy luxury tax for this reason. Putting a tax on an automobile is putting a tax on progress in business. Yet the unthinking speakers will cause equally unthinking legislators to put upon it taxation burdens beyond what is reasonable if they do not heed this warning.

"It's up to every man who uses an automobile in his business to help educate the public to its real status as a passenger car of practical utility in business."

Too Much Talc Puncture Cause; Little Is Good

"Talcing of a tire to prevent the chafing of the tube is a good thing if it is done right and a very harmful thing if it is done improperly," says a local tire dealer.

"Many motorists, and indeed, many so-called tire men believe that if a little talc is good, a lot is better. Over-talcing may be as injurious to a tire as a road full of glass. Too much talc will pack and lump between the tube and the tire and the tiny particles will be forced through the tube. This is responsible for tires going flat for no apparent reason.

"It is attention to little details of this sort that distinguishes the tire expert from the ordinary "tire man." It is the kind of thing that has built up our reputation for giving the most painstaking and most satisfactory tire service."

FIRE MOTORS

In Philadelphia approximately 75 percent of the Fire Department is motorised.

ROAD RULES TAUGHT

Automobile road rules are being taught in the schools of El Dorado county, California.

GOOYEAR TIRE COMPANY WILL BUILD IN BRAZIL

Construction Of New Plant Is Under Way Near Capital Of Southern Republic

The Goodyear Tire & Rubber Company has completed arrangements with the Brazilian government for the erection of a South American factory to be located just outside the city of Rio Janiero.

Construction of the foundations has already begun and it is believed that the new factory will be completed within a year and a half. The factory group will consist of four buildings built to allow for expansion. One thousand employes, mostly Brazilians, will operate the plant.

Training of the personnel that will be sent to Brazil from Akron as the skeleton organisation will be started within the next few weeks. In accordance with its policy, Goodyear will allow employes to make application for connection with the South American factory and all will be enrolled in classes for instruction in Portuguese, the language of the country.

The output of this concern will be pneumatic and solid tires, and also mechanical goods similar to the lines now manufactured in other Goodyear factories.

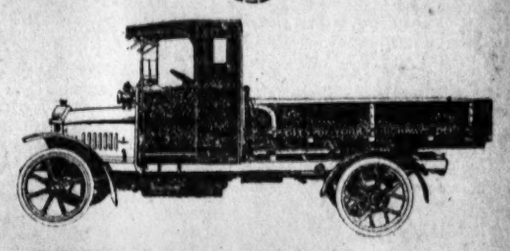
Negotiations for the purchase of a site were begun two years ago with the Brazilian government, but were broken off by the entrance of the United States into the World War. Difficulties in obtaining shipping facilities caused the postponement of negotiations until recently.

Acquisition of the South American factory marks another step in the expansion of the company, which already has plants in Akron, Los Angeles and Toronto.

SPEEDOMETER SENSE

When the car has a transmission-driven speedometer the rear wheels should never be spun or permitted to slide. This habit is likely to spring or break the speedometer shaft, sometimes causing an error in odometer reading of anywhere from 2 to 5 percent.

BMT BMT BMT BMT BMT



VULCAN

30-CWT. LORRY

THE Vulcan 30-cwt. chassis is repeating overseas the important success it quickly achieved in Britain. The secret of its efficiency in every kind of service is its simple but skilful design and the first-class quality of the materials and workmanship used in its construction. It is designed and built to work hard, travel quickly, and run cheaply.

We can give immediate deliveries to meet all overseas requirements.

SPECIFICATION includes:
Engine—Four-cylinder monobloc, 90 x 130 mm. Gear box—Four speeds and reverse. Central gate change. Brakes—Foot brake acting on drum at rear of gear box. Hand brake, internal expanding on rear wheels. Steering—Four-life worm wheel and worm. Rear Axle—Full floating type with worm drive. Control—Foot Pedal and steering wheel lever. Wheels and Tyres—Cast steel wheels, fitted with 860 by 90 solid rubber tyres (720 fitting), singles to the front and twins to the rear.

MANUFACTURED BY VULCAN MOTOR & ENGINEERING CO. (1906), LTD., CROSSENS, SOUTHPORT, ENGLAND

Price, complete specification, and catalogue can be obtained from

SALES ORGANISATION:

BRITISH MOTOR TRADING CORPORATION LTD

Export Department: 50, PALL MALL, LONDON, ENGLAND.

Telegrams: "Brimotrade, Charles, London." Telephone: Gerrard 8800. Codes: A. B. C. (5th Edition) and Ma conni International and Bentley's.

BMT BMT BMT BMT BMT

PALMER

(ORIGINATORS OF THE THREE RIB TREAD)

CORD TYRES

BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

Makers also of Tyres for Cycles, Rickshas, Motor Cycles and Aeroplanes.

THE PALMER TYRE LTD

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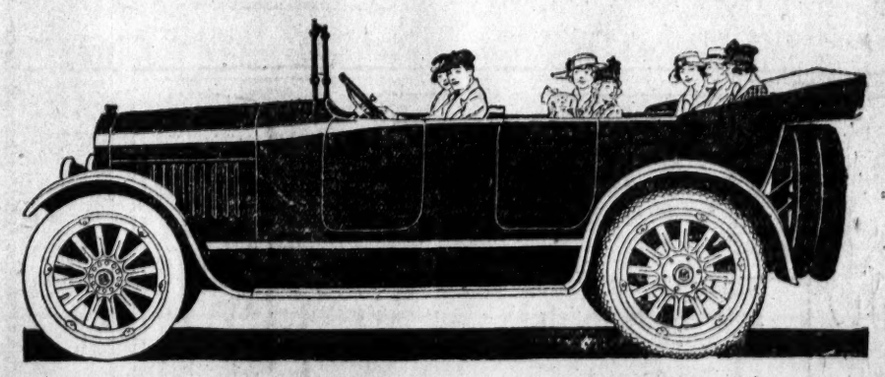
The Shanghai Horse Bazaar & Motor Co., Ltd

SHANGHAI.

KING "8" MODELS

A FEW LEFT IN STOCK



Handsome models, which have met with the outspoken approval of the entire motor-loving public. Few models offered today to the public approach its easy-driving qualities. In ease of handling, instant responsiveness to every demand of the driver, and great freedom from gear shifting, it is pre-eminently the most satisfactory car for women to drive. Also for the owner who demands distinctive style and who, on occasion, calls upon his car for more than ordinary speed; the King "8" Models give full satisfaction.

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APPLY TO

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38 Canton Road

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Motoring Conditions Abroad Are Not Ideal

Lack Of Gasoline Is General; Great Difficulty To Get Cars Into Country

But for the difficulty of getting passage this year would see more American motorists touring abroad than in the days before the war. Any one who is considering either taking a motor car or hiring one on reaching the other side should read carefully the following report of E. H. Wakefield, manager of the foreign department of the Automobile Club of America:

Great Britain—Motor touring conditions are generally very fair. The surface of the main roads has been repaired and is, on the whole quite good. Gasoline, though expensive, being at present about 75c a gallon, is readily obtainable.

France—At the present time there is an official embargo against the importation of automobiles into France except for temporary touring purposes. Touring conditions vary widely in different parts of the country and are, on the whole, not very favorable. In the vicinity of Paris and in Northern France the road surface on the principal routes is very fair and gasoline is to be obtained in satisfactory quantities although much more expensive than formerly.

At present "essence" costs about $1 a gallon. In the central and southern parts of France recent reports state that the surface of the main roads is extremely poor in certain sections. The gasoline situation also is quite unsatisfactory anywhere away from the main routes. A report from a member of an Automobile Club of America received from Nice in the Riviera gives the following details regarding gasoline: "Sometimes for a week there will be none on sale, and when you can buy it the price is very high, from 12 to 10 francs a bidon (18 1/5 gallons), so there is very little motoring. I have been here for two months, and from my observations would not advise any one to come here with the intention of touring the country in a motor car, or, for that matter, any other way."

Italy—Official regulations require that before an automobile can be imported into Italy an import permit must be obtained from the ministry of finance in Rome. The foreign department of the Automobile Club of America is informed that cars are occasionally landed without this permit having been obtained. The roads throughout Italy are generally good, though always apt to be dusty in hot weather, and the grades of some of the mountain roads are very steep.

At the present time the use of gasoline is restricted and rationed. A cable recently received from a member in Naples with the view of driving north through the country reads as follows: "Found motoring in Italy impossible. Have shipped car on to Marseilles."

Switzerland — Reports received state that motoring conditions are practically normal. Road surface throughout the country is generally very good, although some of the grades are severe. The supply of gasoline is stated to be quite adequate. Hotel accommodation is excellent, though at the principal resorts the leading hotels are extremely crowded.

Holland and Belgium—Conditions are reported to be normal in both countries. Gasoline is plentiful, and, except in that part of Belgium that has suffered from the effects of the war, hotel accommodation is of good quality and fairly ample. With the exception of a few of the main roads, the surface through Belgium is poor, but in Holland the level, brick-paved highways offer very satisfactory surface.

Spain—Main roads in Spain are reported to be fairly good, those in the north, in the neighborhood of San Sebastian and in Asturias, and the main trunk routes leading to Madrid and to Cadiz, provide the best surface conditions. Gasoline is plentiful though very expensive.

Portugal— Information is furnished by the consul general to Portugal that at the present time automobiles are not admitted into the country for touring purposes.

Germany—Although there is a certain amount of motoring possible in Germany, touring by automobile is not yet practicable. Before an automobile may be imported into Germany beyond the occupied territories, it is necessary to secure a document known as "Ausfuhrund Einfuhrbewilligung" (export and import permit) from the Reich Commisar fur Aus-und-Einfuhrbewilligung, Lubzowfer, 6-8 Berlin. For the occupied territories it is reported that a German Triptyque (Passierschein) and an international driving license (certificat international de route) are required as in pre-war times, but the customs regulations formerly in force at the frontiers for touring purposes do not appear to have been resumed. From report received by the foreign department of the Automobile Club of America from the Royal Automobile Club of Holland and the Automobile Club de France, some of those members recently attempted to tour in Germany, conditions were so unsatisfactory as regards supplies of gasoline, tires and hotel accommodation that to all intents and purposes it was found that motoring was not a practical possibility at that time.

Austria—Reports to hand on motoring in his country are extremely meager. A number of automobiles are constantly crossing the frontier from Italy, but anything like motor touring in Austria is out of the question owing to the extreme shortage of supplies of all kinds and the exorbitant prices charged for everything.

Scandinavia—All reports from Denmark, Norway and Sweden agree that motoring conditions in these countries are practically normal, the road surface being very fair and gasoline plentiful, though much more expensive than in pre-war days.

Spare The Service, Spoil The Battery,

Paraphrasing the old adage that says "spare the rod and spoil the child," a battery agent has coined one that is directly applicable to the present-day case of the average motorist.

The epigram is "spare the service and spoil the battery"—meaning, of course, that the minute there is the slightest deviation from the regular habit of having a battery filled with distilled water every two weeks, it begins to deterioate and loses its pep.

The agent says, "Very few motorists realise the importance of having their batteries attended to every two weeks or so. Most of them, as long as the battery continues to turn the motor over and furnish sufficient light for night driving, think that it is O. K. and does not require any attention. Those that follow this practice would save themselves a lot of time, worry and battery expense if they would follow the lead of those who have theirs inspected and filled at regular intervals."

High Varnish Cost Courts Proper Care

When original cost of the varnish on even a moderately priced automobile is taken into consideration, together with the part that it plays in the beauty of the car, the matter of varnish preservation becomes a concern of exceeding importance to the motorist.

"It is regrettable," said a dealer, "that such a large number of high-grade motor bodies are rendered unsightly by allowing the finish to break down through inattention. If every owner saw to it that the finish was made impervious to sunlight, dust, temperature and prevented oxygenation even the most beautiful finish would remain the same through the life of the car."

A POWERFUL big "single" ready to go anywhere at any time, economical to buy, inexpensive to run, the no-trouble solo and sidecar mount.

The faultless quality of the Trusty Triumph ensures the most perfect service and reliability.

The pedal Cyclist will also find in the Triumph a mount that will satisfy his every need.

MOTOR OR CYCLE CATALOGUE FREE.

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SHANGHAI

TRIUMPH

Works:
COVENTRY, ENGLAND.

KING Eight Cylinder Automobiles

This year's Touring Car offers many refinements which should make even more popular this widely favored family automobile.

Simplicity and ease of operation make it the ideal car to drive, and its extreme economy of fuel, oil and tires, is only another proof of high engine efficiency.

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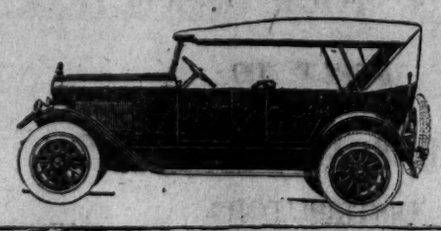

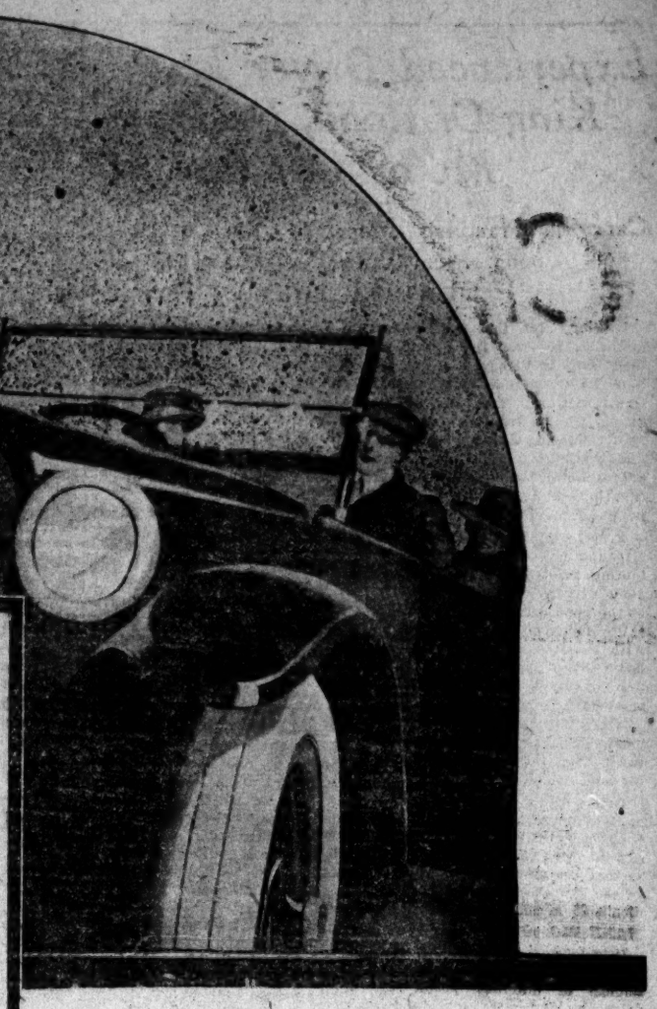

High Tire Mileage

THE experience of Hupmobile owners in this vicinity shows that in the important item of tire mileage the Hupmobile stands exceptionally well.

We know, of course, that the Hupmobile is exceptionally economical on tires.

But it is pleasant to have the fact confirmed by people who drive the car every day.

The Hupmobile displays the same saving traits in the use of gasoline and oil; and costly or extended repairs—barring accident—are practically unknown to the average owner.

We shall be glad to direct you to owners who can tell you not only of Hupmobile economy, but also of its extraordinary performance and its splendid service.

Hupmobile

THE SHANGHAI GARAGE CO., LTD.

STAR GARAGE EASTERN GARAGE

MAIN SHOWROOM

Star Garage, 125 Bubbling Well Road

Chevrolet Automobiles

CHEVROLET Automobiles are built with a complete understanding of what is expected of the present-day motor car. They are built to give every-day service at low expense.

THERE are more than 200,000 CHEVROLET cars in use. This, in itself, is proof that they do what is required of them.

BUT more important than all is the fact that the CHEVROLET, as much as any other car, meets the present-day demand for low price, dependable, mechanical transportation.

EACH CHEVROLET model represents full value. In the matter of mechanical dependability, each model represents a high standard of excellence. This is of first importance. You want an automobile of known quality that will give you uniform service. You want the assurance that there is as much service given as the price will possibly permit.

EQUAL attention has been given to performance and appearance. First of all, you want your automobile quickly to respond to your needs at all times; and, secondly, you want to feel a certain satisfaction and pride in its appearance. This is true of any possession you have. It is a reflection of your judgment in making the purchase.

Chevrolet Owners

Are Our Best Salesmen !

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PEKING TIENTSIN

Largest Distributors of Motor Cars in China

UNIFORM LAW FOR VEHICLES IS PROPOSAL

Need Of Better Regulation Is Felt By Automobile Owners In States

While motor vehicle production has been leaping forward by hundreds of thousands annually and motor vehicle transportation has been entering all fields of human activity, State laws, touching upon every conceivable phase of the manufacture, sale and use of the motor vehicle have also been increasing at a prodigious rate.

Notwithstanding the enormous volume and varied character of this legislation, it can, however, with little exception, be grouped under the following broad heads:

Fees and licenses for privilege of operating motor vehicles on the public highways.

Fees and licenses for the privilege of engaging in business connected with the motor vehicle.

Requirements as to the amount and character of the equipment of motor vehicles.

Restrictions as to size and weight of motor vehicles.

Regulations as to the operation of motor vehicles on the highways.

Around these subjects the bulk of the motor vehicle laws of the various States is built, but the structures reared by one State are totally different from those of another. How great and vital these differences are can only be realised by contrasting the laws of several States dealing with a few of the general topics enumerated.

DIFFERENCES IN STATE LAWS

In the matter of annual registration fees upon commercial motor vehicles, for instance, Massachusetts charges $10 for a truck with a carrying capacity of one ton or less and $10 per ton or fraction thereof for each additional ton. Maryland, on the other hand, charges for trucks $20 per ton of rated carrying capacity up to three tons; $100 for four tons, and $150 for five tons.

Although many States have not as yet placed any restrictions upon the sizes and weights of motor vehicles permitted to operate on the highways without special permits, each succeeding year finds more of them passing laws on these subjects, and here, too, great divergencies occur. New Jersey limits the length of a motor vehicle to 26 feet 6 inches, its width to 92 inches and its height to 12 feet 2 inches. Pennsylvania, on the other hand, allows a vehicular unit to be 28 feet long, but restricts its width to 90 inches. Delaware permits a width of 96 inches, while Texas, on the other hand, places the width limit at 84 inches. The weight limitations are even more diversified. California allows a gross weight of 30,000 pounds for a four-wheeled vehicle, with 800 pounds as a maximum per inch width of tire. South Carolina, on the other hand, has just passed a law requiring special permits to operate more than a "four-ton truck," and authorises the State Highways Commission to prescribe the weight per square inch of the bearing surface of tire which may so operate.

VARIATIONS SERIOUS

As a last illustration of the variety of State Motor Vehicles Laws the regulations governing the operation of motor vehicles might be cited. The endless variety of rules dealing with speed, lights, stops, turns, signals and what not, are all too familiar, however, to motorists to need recitation or illustration here.

These variations in the motor vehicle laws of the various States have serious consequences; serious not alone to motor vehicles, but also to the social and economic welfare of the States themselves. Excessive registration fees, privilege taxes and similar exactions, unreasonable requirements in the way of equipment, undue restrictions tend to discourage the use of the motor vehicle within a State. Failure to grant reciprocal privileges shuts out the motor vehicles from other States. Wide divergencies in traffic regulations result in accidents, loss of property, injury to persons and even death.

PRESENT PATCHWORK

There is a swiftly growing consciousness on the part of everyone everywhere throughout the country that the present variegated patch work of motor vehicle laws which cover so many pages of our State statute books must give way, and give way soon, to a uniform motor vehicle law. This law must be not only uniform in phraseology, but also be uniformly applied in every State and every city, town, borough, village and township of every State. To this end a special committee composed of representatives from the American Association of State Highway Officials, National Automobile Chamber of Commerce, American Automobile Association and the Highway Industries Association has drafted a so-called Proposed Uniform Vehicle Law.

This Proposed Uniform Vehicle Law, which reflects long and hard study on the part of persons particularly well qualified to cope with the problem, deals with virtually every phase of the situation involved in the use of motor vehicles within a State. It suggests a scheme of administration for a State's Motor Vehicle Department; maps out a course to be followed in the registration of vehicles; and lays down an excellent set of regulations to govern the general and uniform operation of vehicles throughout the country.

Breezy Reminders

American Motorist Magazine is responsible for the breezy paragraphs which follow:

Some reckless joy riders go plumb to hell, to others hell comes.

Isn't it a pity that a man never can dispose of his motor experience for as much as it cost him?

Too many people take up motoring without any aptitude therefor, whereupon the college of experience confers upon each of them the degree of Dr. of Foolosophy.

More men take an arrest for speeding as calmly as a cat having its first fit.

One of the most agreeable forms of the idleness begotten of car ownership is sitting down and planning great gobs of work which you intend to do to the old wagon when you get around to it.

Touring is full of uncertainties even when we expect the worst.

Life Of Truck Is Lengthened When Lubrication Good

"Lubrication is undoubtedly the most important factor in truck maintenance," says a distributor of trucks.

"Intelligent lubrication is systematic lubrication. Each day the truck or trucks should have an allotted period for greasing or oiling. The driver, in the case of one or a few trucks, should be required to go carefully over his truck and turn down all the grease cups.

"The life of a truck is increased by proper lubrication. The wearing parts are thoroughly protected when coated with a film of oil or grease and wearing is considerably lessened, not overlooking the fact, too, that friction is decreased within the truck itself, leaving more power for the overcoming of road resistance.

"The engine oil should be changed at regular intervals and occasionally kerosene run through the engine to clean it out thoroughly, removing any foreign particles of old oil sticking to the metal. This is insurance against scored cylinders or burned out bearings."

Carelessness Causes Spring Clip Breaks

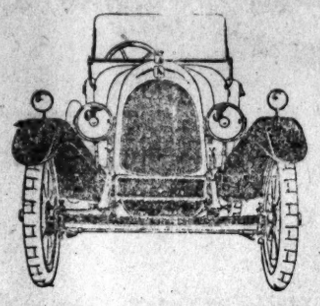
If any proof be required of the necessity of keeping spring clips tight at all times, it may be found in the fact that neither dealers nor manufacturers will replace a spring that is broken through the center bolt hole—the place where most springs give way—observes a contributor to American Motorist, who goes on to say:

"Breakage of this nature is taken as evidence that the spring clips were not kept tight. The spring clips are subject to bending in two directions, with the result that excessive strains are imposed at the weakest point, which in this case is at the bolt hole.

"The spring clips should be seated perfectly tight by drawing the nuts up as closely as possible with a wrench of such size that there is no question of their being tight. It is well also to bear in mind that even a nut secured by a lock washer will ultimately work loose—hence the necessity for looking over your spring clips now and then."

11'9 BEAN

"THE LEADER OF ITS CLASS."



THE 11·9 Bean is built on very robust lines to give long and faithful service to its owner even under the most arduous conditions. Hills and bad roads hold no terrors for the Bean. The highly-efficient 11·9 engine develops more than ordinary power for its size, the springs are large and designed to withstand hard wear, the road clearance ample. One of the finest factories is responsible for its production, and modern manufacturing methods for its very moderate price.

BRIEF SPECIFICATION

Four-cylinder monobloc engine, 69 x 120 mm. Pressure fed lubrication. Zenith carburettor. H.T. magneto ignition. Thermo syphon cooling. Leather to metal cone clutch. Three-speed and reverse. Bevel drive. Detachable wheels. Electric starting and lighting.

Manufactured By

A. HARPER, SON & BEAN LTD.—WORKS: DUDLEY, TIPTON, AND SMETHWICK, ENGLAND.

Price, complete Specification, and catalogue can be obtained from:—

SALES ORGANISATION—

BRITISH·MOTOR·TRADING CORPORATION LTD

Export Department: 50, PALL MALL, LONDON, ENGLAND.

Telegrams: "Brimotrade, Charles, London" Telephone: Gerrard 8800.

From whom Complete Specifications, Catalogues, and list of Agents can be obtained.

Codes: A B C (5th Edition) and Marconi International and Bentley's

GORDON TIRE

The Gordon Tire isn't one of the quantity production tires. Gordons are made rather slowly—one at a time and each one right—truly custom built.

We are selling Gordon Tires, all popular sizes, direct to Motor Car Owners.

Keep your tires inflated to their specified pressure

It will pay you.

MUSTARD & CO.

2 Museum Road Shanghai

Studebaker Dependability

has almost become proverbial. The opinion of an owner is the only opinion on a car which is worth having, and we are proud to have made a large body of friends by selling a car which we know to be excellent in its every detail.

Studebaker

"Special Six"

Studebaker

"Big Six"

Studebaker

Beautiful in Design—Thoroughly Modern—Mechanically Right

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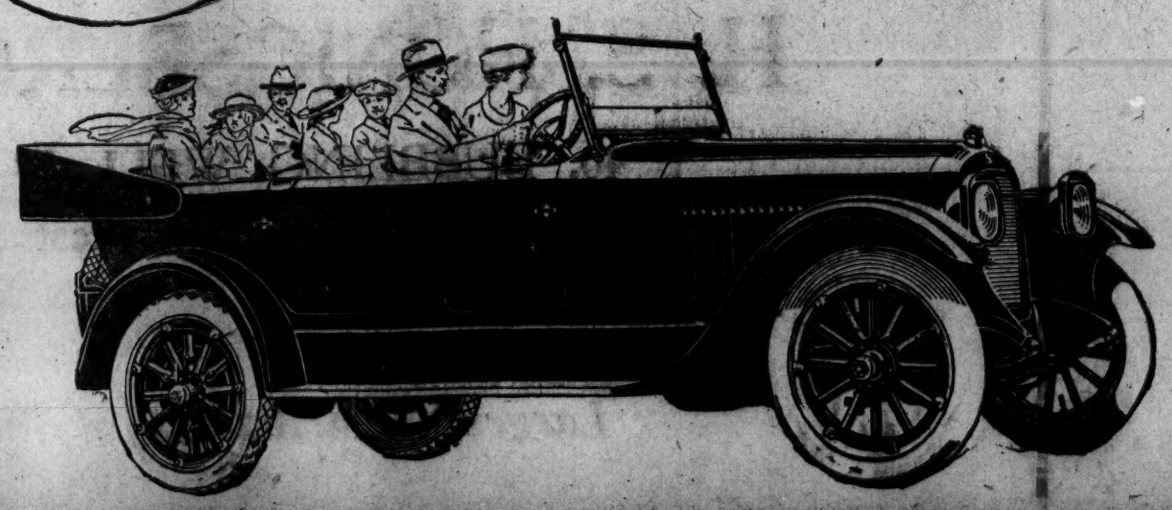

ECONOMY

Overland

TRADE MARK REG.

Doing More In Less Time At Less Cost—That Is Economy.

When 97 Overland Sedans in all parts of the United States, with all weather and road conditions, recently averaged 25.2 miles per gallon, they illustrated dramatically the Overland economy which comes through squeezing the last inch of mileage from the last drop of gasoline.

The same combination of nimble stamina with economy won the famous Los Angeles-Yosemite contest this year, with the remarkable average of 35.1 miles per gallon. The contest covered 355 miles, ending at Camp Curry in the Yosemite Valley, and included 100 miles of twisting mountain roads. The winning car was a stock Overland Touring Car with Standard Triplex Springs. In the same contest, a stock Overland Sedan finished first in its class, with an average of 27.6 miles per gallon.

This record was made with experts driving and cars carefully adjusted, but normal experience shows that any driver can rightly expect great economy, not merely in gas saving, but in tire and mechanical upkeep as well. This distinguishing Overland economy and stamina is entirely due to the use of the best alloy steel in the chassis, plus the remarkable riding qualities of Triplex Springs, which protect the car and passengers from the wear and tear of road shocks. These springs permit light weight and insure an ease on tires which results in high mileage.

When you drive an Overland you get the maximum mileage with comfort, with every dollar of your investment. In fact, you can accomplish more in less time with less cost.

They are doing this for owners in Shanghai.
New shipment arriving in 10 days

GUARANTEED MILEAGE 22 MILES PER GALLON
(American)

CENTRAL GARAGE CO.

Exclusive Distributors

Tel. C 3809 **2a Jinkee Road**

REDUCE COST OF RUNNING IS AIM

Researches Of Engineers Are Directed To Reach Goal Set By Industry

With the number of automobiles in this country increasing at the rate of 1,500,000 a year, combined with a growing demand for fuel oil for marine purposes, a possible gasoline famine, or at least an important increase in the price of gasoline, presents a serious problem, according to reports sent out by the bureau of mines, Interior Department.

This problem may be solved by the judicious use of fuel oil, which constitutes over 50 percent of the products obtained from crude oil refined in this country, and which if used in engines of the Diesel type and as a method of raising steam under boilers would be more profitable. If engineers are able to design an automobile or truck engine that will use fuel oil in a satisfactory manner they will relieve the danger of the impending shortage and make possible the desirable extension of the use of the automobile and truck.

MORE IS EVER ASKED

The last 10 years have seen an enormous increase in the demand for petroleum products. This increased demand has been felt in all phases of the oil-refining industry, especially in the fuel, illuminating and lubricating oil branches.

The biggest increase of all, however has been in the demand for motor gasoline, which has been caused by the tremendously rapid growth in the use of the automobile. The number of cars and trucks in service increased about 1,700 percent from 1909 to 1918.

EFFORT TO MEET DEMAND

The production of gasoline to meet this demand increased from 13,000,000 barrels in 1909 to 85,000,000 barrels in 1918, a gain of 560 percent. During the same period the production of crude oil in the United States increased only 95 percent.

"It will be noted that the demand for gasoline, represented by the number of automobiles and trucks in use, has increased a great deal more than the production of gasoline and 17 times as much as the increase in the production of crude oil supplies. This increase in demands has been partly offset by the fact that the use of gasoline as a solvent and for cleaning has increased only a little in 10 years, so that most of the increase in production has gone to meet the motor car demand." This is why the wise manufacturer is being weaned away from the heavy car that costs a lot for gasoline and is building the light car, that means more economical operation, points out distributor's of Huphobiles car here.

"The Hup, always an economical car, is now building for the future and constantly trying to cut operating costs for the car owner."

Officials Predict Landing Fields On Lincoln Highway

Major Charles J. Glidden, officer in charge of the First Aerial Derby Around the World, organised jointly by the Aero Club of America and the Aerial League of America, states on the best of authority, that, if the Zeppelin Dirigible people in Germany, or in the United States are not prevented by the Allies in dirigible development, they will, with a dirigible make a non-stop flight around the world within the next 12 months.

Major Glidden further stated that as the automobile tours caused the building of good roads and the completion of the Lincoln Highway, a movement, based on the idea as expressed by Second Assistant Post Master General Otto Praeger, is under consideration to establish landing fields every ten miles apart along the Lincoln Highway over its entire route from the Atlantic to the Pacific. These fields should be about 80 feet wide and 1,500 feet long to accommodate the aeroplane of 1921 which will have a speed in excess of 200 miles per hour.

Uniform Anti Theft Law Is Plan Of Conference

Notwithstanding the many efforts being made in various directions to curb automobile stealing, the evil persists. Mechanical anti-theft devices seem only to challenge thieves' ingenuity. State laws which would be very effective if the state were surrounded by an impassable wall are virtually useless when the stolen vehicle crosses the boundary line. Federal legislation is correct in theory, but constitutional limitations prevent its enactment. Finally the many excellent schemes that private individuals and companies are devising to checkmate the thief in his efforts to dispose of a stolen car lose most of their effectiveness from the shortcomings of both Federal and State laws.

For real results there must be uniformity throughout the United States in the mechanism for balking the thief, and uniform use by all of the states of this mechanism. In other words all of the states must adopt the same law and must co-operate in enforcing it.

Realising this, the Motor Vehicle Conference Committee has drafted a model anti-theft law and is urging its adoption by all of our states. The provisions of the measure cover: Identification Mark on Vehicles; Transfer of Ownership in Vehicles; Theft of Vehicles; Garage and Repair Shop Records, and Dealers in Used Vehicles and parts.

PROVISIONS OF MODEL LAW

With reference to "Identification Mark on Vehicles" the model law provides that "No vehicle shall be sold or registered unless it shall have cut, impressed or embossed on some portion thereof a manufacturer's serial or other identification number of mark." Except in certain cases the removal or alteration of such identification number or mark is forbidden and the possession of a vehicle with any of its identification numbers or marks removed or altered is made unlawful.

TRANSFER REGULATION

In the matter of the "Transfer of Ownership in Vehicles" it is the duty of the original owner "to notify the Motor Vehicle Commissioner immediately of the name and address of the new owner and return his registration card to the said Motor Vehicle Commissioner." Furthermore, the transferor must give to the transferee an affidavit in duplicate wherein a full description of the vehicle and particulars regarding its acquirements are set forth. It is made incumbent upon the transferee to obtain this affidavit in duplicate from the transferor and the transferee in turn must make an affidavit in duplicate setting forth his name and address and a description of the vehicle which he purchases, etc. Within ten days after acquiring the vehicle the transferee must file one copy of each of these affidavits with the Motor Vehicle Commissioner, who shall cause them to be properly recorded. The other copy of the transferee's affidavit must be filed with the Chief of Police of the municipality wherein the vehicle was acquired.

'BORROWING' NO EXCUSE

In dealing with the topic "Theft of Motor Vehicles," the model law makes it a felony to deprive an owner either temporarily or permanently of his vehicle, and in the event of a conviction imposes a fine of not exceeding $5,000 and imprisonment not exceeding ten years. It also provides that if the Motor Vehicle Commissioner of any State shall receive a report of the theft of a vehicle he shall make a proper record thereof and immediately send a complete description of the vehicle and the name and address of the person reporting the theft to all the Motor Vehicle Commissioners of the United States, who shall also make a record thereof. No vehicle reported stolen shall be registered by any Motor Vehicle Commissioner until a proper investigation shall have been made. When a vehicle is recovered, notice is to be sent to the Motor Vehicle Commissioner of every state, who shall thereupon cancel such stolen vehicle record.

REQUIRES GARAGE RECORDS

Under "Garage and Repair Shop Records" it is provided that the proprietor of every service station, public garage or repair shop shall keep records of the names of all persons who bring vehicles into his place of business together with the make, manufacturer's number, name of the state of registration and the registration number of such vehicles. These records are to be open to inspection by police officers or other proper authorities. Furthermore, if such a proprietor discovers that any identification number or mark on a vehicle has been removed or altered he must immediately notify the local police officers thereof.

LICENSE USED CAR DEALERS

"Dealers in Used Vehicles and Parts" are obliged to obtain an annual license from the Motor Vehicle Commissioner to conduct their businesses. They are also obliged to keep complete records of their sales, purchases or exchanges of vehicles or parts thereof together with the names and addresses of the purchasers or sellers. These records must be adequate descriptions of said vehicles and parts and contain notations of identifying numbers or marks, etc.

Other provisions regulate the installation of another engine in a used vehicle; prescribe the procedure that must be followed in dismantling a vehicle, etc. The broad outlines set forth are sufficient to give the purposes of the measure and, in a general way, its machinery of accomplishment.

In 1921 some forty or more states will hold regular sessions of their legislatures, and it is the hope of the Motor Vehicle Conference Committee that at that time this suggested Uniform Anti-Theft Law will meet with general favor and adoption. Meantime, pamphlets containing the law have been printed and can be obtained upon request.

Rubber Production By Years

(Figures from Rubber Age)

Year	Plantation	Other sources	Total tons
1909	3,600	62,000	69,600
1910	8,200	62,300	70,500
1911	14,419	60,730	75,149
1912	28,518	70,410	98,928
1913	47,618	60,822	108,440
1914	71,380	49,000	120,380
1915	107,867	50,835	158,702
1916	152,650	48,948	201,598
1917	213,070	52,628	265,698
1918	255,950	40,629	269,579
1919 (esimated)			350,000

POWER OF MOTOR REASON CHANDLER IS SO POPULAR

Distributor Explains Whence Comes Great Power Which Pleases Drivers

"Why is the motor of a Chandler automobile rated as marvelous in the estimation of thousands of Chandler owners and drivers?" is a question often says the Shanghai Garage Company, distributor of the Chandler, and continuing, says:

"This is a question that has been so frequently asked by the public that it has been passed by the manufacturers to Chandler salesmen and distributors to answer. Voluntarily the public has so universally acclaimed the Chandler motor as marvelous power-producing unit that the Chandler factory has adopted in all its advertising the slogan that "it is famous for its marvelous motor."

"But the "why" of its marvelous achievements and the reason that many other manufacturers do not use Chandler's motor is the fact that the power plant beneath every car of that famous make is a distinctive Chandler development.

"Years ago, when the Chandler first came upon the American market with a pleasure car, they knew it would be right from the start.

"The first motor was the result of years of experiment by some of the foremost automotive engineers in the nation. They recognised the importance of the motor unit in the making of a good automobile. So they built a motor in their own factory from only Chandler ideas.

"This same motor, with virtually no changes in the general principle of design, is in every Chandler car today. It is light, durable and simple in construction, yet so scientifically balanced and machined that it develops a phenomenal volume of power almost for an indefinite period.

"One of the best reasons why other high-grade cars are not motored with the same power unit as Chandler is the fact that Chandler has always designed and made its own motors and not permitted them to go in and share its popularity and perfection with so-called assembled cars.

"Long ago Chandler engineers recognised the advantage of magneto ignition, as have the makers of nearly all the finest built cars in the world. And Chandler is still magneto equipped. Every motor is furnished with the highest grade and most costly magneto equipment to be found in the world. This efficiency and motor reliability insurance costs the Chandler buyer nothing extra."

The Shanghai Garage suggests that a prospective motor buyer ask any good automobile mechanic which he prefers, a car with or without a magneto equipment. In almost every instance, he says, the mechanic will promptly point out the many advantages of magneto equipment and will rarely attempt to justify the absence of a magneto from any good automobile."

Some Prefer To Walk When Rear Seat Is Offered

Did you ever go touring with friends when you were given your choice of a seat in just about such a way as, "which would you rather do or ride in the rear seat?" asks Frank Farrington, writing for the American Motorist.

Continuing, Mr. Farrington says:

"Some people like to ride in front and some like to ride behind, but it is my observations that the people who like the tonneau are just as likely to have the front seat wished upon them, while those who want to get in behind the windshield quite frequently have to take the breezes in the rear.

"I don't think the driver, or the person in control of the driver, gives sufficient thought to the comfort of those poor, luckless wights back there at the mercy of the gales and the swaying and swinging and skidding of the car on poor roads.

"Plenty of owners, thinking to give the old lady a pleasant afternoon, have put Aunt Emma through such an experience as she would not undergo again for a peck of potatoes or a bushel of onions. The carefree individual who habitually drives the car knows mighty little of what it is like to ride behind with a feeling that there is nothing between life and death but a trust in providence and a firm grip on the top braces.

"For the people who like the rear seat, who are accustomed to it and who are equipped for it, nothing need be said. They are happy there or anywhere. But I think some consideration should be given the people who have not motored enough to believe the driver is inspired by the Almighty and competent to work miracles with a steering wheel and two sets of brakes."

NEW ROADS IN ENGLAND

A system of road-making is under way in England to last 100 years. Concrete, wooden blocks and tar are the materials used.

In this new Firestone Plant 16,000 3½-inch tires can be built daily.

By devoting a huge factory exclusively to this size of tire, Firestone has been able to cut the cost of every manufacturing operation. We recommend them to you as the most nearly perfect tire of this size that the world's market offers.

The Central Garage Co.
2a Jinkee Road Shanghai

MOST MILES PER DOLLAR

Firestone

The All British
Standard
LIGHT CAR
The Car for the Owner-Driver

Comfort in keeping with its appearance of quiet elegance are features of the *Standard Light Car* that has won the favour of the Overseas Owner--Driver.

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The Shanghai Garage Co., Ltd.
125 Bubbling Well Road, Shanghai.
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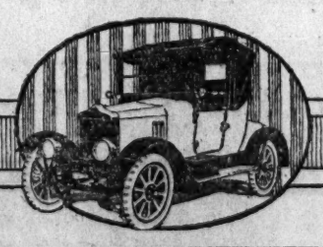

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LIBERAL CONDITIONS AND MODERATE RATES

The speed, reliability, comfort and easy running of the
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make it the ideal "private carriage" for all classes, and with Dunlop tyres and Sturmey-Archer 3-speed gear it brings increased pleasure with every mile and year.

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Bargains
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USED CARS

Dodge Touring	1920	5-passenger
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Chevrolet Limousine	1918	7-passenger
Renault Roadster	1916	2-passenger
Buick Roadster	1918	3-passenger
Mercer Touring	1920	7-passenger
Buick Sedan	1919	5-passenger
Hupmobile Touring	1917	5-passenger
Buick Touring	1918	5-passenger
Puck Roadster	1917	3-passenger
Stutz Roadster	1918	3-passenger
Overland Coupe	1918	5-passenger

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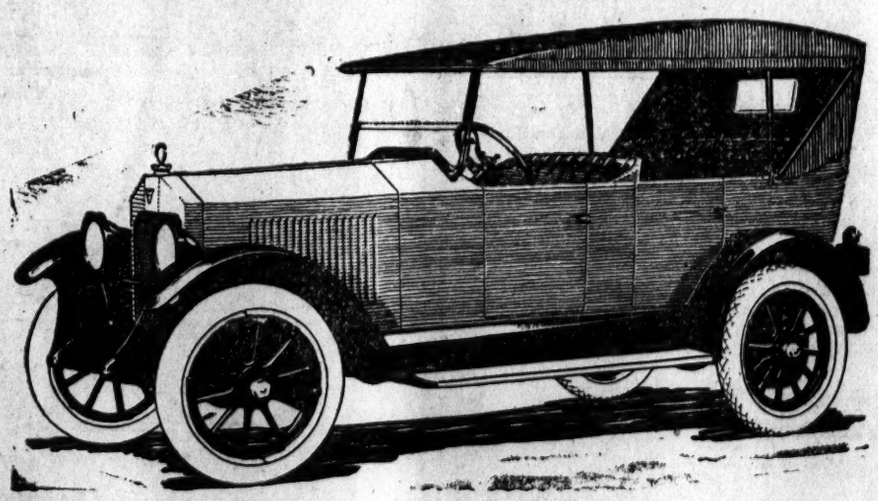
Velie Six

THE New Velie fulfils your idea of what today's car should be—in design as well as in silent, velvety performance.

ITS style is matched by its comfort—its longer body—really broad doors—more room in its deep tilted seats and soft plaited upholstery.

AND that new motor! Here is the net result of all that engineering science has gained in the last four years—an amazing power plant—silent—powerful—a perfect performer on low grade fuel—the greatest money-saver under any hood.

A FULL line of open and closed cars. Come and see them.



Demonstrations and full particulars on request

SHANGHAI MOTORS CORPORATION

14 Canton Road and 237 Lungmen Road

DISTRIBUTORS FOR VELIE, JORDAN AND ALSACE CARS
KLEIBER AND TITAN TRUCKS

PHYXIATION BY ASOLINE CAUSE OF DEATHS OF FOUR

partment Of Interior Issues Warning On Dangers Of Carbon Dioxide

ting four cases of recent the alleged to have been caus- by gasoline asphyxiation, the artment of the interior has is- d a warning to automobile ers to guard against motor ex- sts.

ccording to this statement the ths can undoubtedly be traced lack of oxygen in the room hich the motor was running. exhaust gases are quite harm- when mixed by plenty of mov- air, but in the confined space small garage the oxygen is dually eliminated and the gas or, instead of being complete- urnt, forms carbon monoxide, ry poisonous substance. An osure for as short a time as minutes to air containing 0.20 ent of it will make most peo- very ill for hours. One per- of it in the air will cause h in a few minutes.

arbon monoxide is the product urning carbon without enough It is the most dangerous gas what the coal miner knows as er damp." As a rule, the first ptoms of carbon monoxide oning are a earache and kness in the legs. Occasional- however, these symptoms are noticed, and the victim loses sciousness suddenly and with- warning.

he safest way to avoid trouble this poison is to always keep doors of the garage wide open. s a constant flow of fresh air inates all danger of its forma- of collection.

IT TRUCK LOAD TO RATED CAPACITY

hicle May Carry More—Making It Do So Is Found Costly

Don't load your truck beyond its nal rated capacity. It was de- ed and built to carry that load. tainly it may carry more, but practice invites inevitable loss. tate that your trucks are over- ed is merely another way of ng that you are materially rtening their useful life, as well decreasing their range of acti- ," says a local trucks.

An overload increases the ses in the weight-carrying mbers, and may cause excessive kage of these parts.

In any good truck, normal ght, hence normal stress, pro- es normal, wear of moving parts. excess will necessarily result bnormal or excessive wear.

A truck frame and other parts be compared to a bridge. When ridge is rated at so many tons eans that it can carry that load a certain margin of safety. It carry more, but the margin of ty which was provided to take of its depreciation in normal ice will not be as large. The is true of the truck.

Overloading decreases the abi- of the truck to negotiate road ditions, since there is a greater ght to be moved per unit of en- power. A result is excessive oline consumption and slower rating speed, therefore, greatly uced efficiency.

World Registration Of Motor Vehicles In 1919

	Registration	Population	Pop. per Car
Algeria	9,000	5,600,000	622
Argentina	26,500	3,000,000	112
Australia	27,000	5,000,000	185
Austria	19,300	29,000,000	1502
Barbadoes	700	171,982	245
Belgium	12,000	7,500,000	625
Bolivia	500	3,000,000	5,454
Brazil	12,500	22,000,000	1,760
British East Africa	900	4,000,000	4,444
British Honduras	60	650,000	10,833
Other British Africa	15,400	63,000,000	4,200
British Guiana	750	296,000	394
Bulgaria	1,000	4,500,000	4,500
Canada	336,854	7,250,000	21
Ceylon	3,500	4,547,000	1,299
Chile	8,550	4,000,000	421
China	2,500	400,000,000	160,000
Cochin-China	1,000	3,050,785	3,050
Colombia	1,200	5,475,000	4,562
Costa Rica	400	441,000	1,102
Cuba	22,000	2,150,000	97
Curacao	150	30,000	200
Denmark	7,000	2,800,000	400
Dominican Republic	1,500	700,000	466
Dutch East Indies	12,500	48,000,000	3,840
Dutch Guiana	100	91,622	916
Ecuador	450	1,300,000	2,888
Egypt	1,500	12,600,000	8,400
Finland	2,020	3,034,000	1,502
France	202,000	40,000,000	198
French Guiana	100	49,000	490
Germany	75,000	65,000,000	866
Great Britain	255,000	46,080,000	180
Greece	1,140	5,000,000	4,385
Guadaloupe	403	183,000	454
Guatemala	350	2,000,000	5,714
Haiti	300	2,000,000	6,666
Hawaiian Islands	6,500	191,909	29
Honduras	125	553,446	4,423
India	18,680	315,156,000	16,300
Italy	35,500	35,000,000	985
Jamaica	1,650	1,690,000	1,024
Japan	5,000	75,500,000	15,100
Martinique	719	193,087	268
Mexico	16,500	16,000,000	969
Morocco	1,000	4,500,000	4,500
Netherlands	20,000	6,600,000	330
Newfoundland	500	252,836	505
New Zealand	25,000	1,200,000	48
Nicaragua	200	600,000	3,000
Norway	5,013	2,400,000	478
Panama	600	400,000	666
Paraguay	100	800,000	8,000
Peru	2,000	3,530,000	1,765
Philippine Islands	5,067	9,000,000	1,776
Porto Rico	5,085	1,118,012	219
Portugal	5,000	6,000,000	1,200
Portuguese East Africa	150	362,724	2,418
Rumania	2,500	7,200,000	2,880
Russia	15,000	180,000,000	12,000
Salador	100	1,300,000	13,000
Siam	800	8,150,000	10,177
Spain	14,850	20,500,000	1,380
Straits Settlements	3,500	700,000	200
Sweden	10,000	5,500,000	550
Switzerland	14,000	3,675,100	262
Trinidad	1,132	333,552	295
Tripoli	700	1,000,000	1,444
Tunia	500	1,800,000	3,600
Turkey	500	25,000,000	50,000
United States	7,558,848	196,877,895	1,414
Uruguay	5,800	1,400,000	241
Venezuela	2,000	2,848,000	1,424

'Little Brother Grows Up'

"Once Collier's called him the 'Little Brother of the Railroads.' Now he is getting to be a big boy, and of lots of use to the family. We are speaking of that strenuous, powerful young offspring of American industry, the motor truck, now hurrying about city streets and country roads carrying our food and our dry goods, our building material and our playthings, in single loads big enough to fill a small house. He isn't yet the Big Brother of the Railroads, but he bids fair soon to be. And while our railroads have remained a Problem, he has grown from a Hope into an invaluable Public Servant.

"The motor truck was a hope as early as the time of the great pre-war freight congestions on the Atlantic seaboard, but it passed that stage during the recent railroad strike, when it saved many of the big cities from starvation.

"Between 25,000 and 35,000 trucks were used in emergency service during the recent tie-up. In New York City alone more than 3,000 trucks were employed in handling freight ordinarily carried by the railroads.

"Trucks saved cities like Racine, Waukegan, and Kenosha, Wis., Elgin, Ill., and Gary, Ind., from a wheat famine by maintaining the service railroads ordinarily performed between these towns and Chicago.

"Trucks enabled Detroit to break a sugar shortage by organizing emergency transportation from the beet country of central Michigan.

"Columbus, Ohio, gathered in its food supplies from a radius of seventy-five miles by mobilizing several hundred army trucks in storage at the State Fair grounds.

"And so it was with other cities.

"The truck is not yet the railroad's big brother, for, while latest estimates show it is moving about 300,000,000 tons of freight a year, the railroads are moving over 2,300,000,000 tons; in other words, the truck is now moving about 13 percent as much as the railroads. But its growth is just beginning.

"By its performance in time of trouble by its service in time of peace, the motor truck has taken its place as an asset to our personal and national security."

It is a matter of great pride to us that during the extreme freight congestion Oldsmobile Economy Trucks played important parts in relieving the situation; particularly in the transportation of perishable food-stuff which would otherwise have been lost. It is an equally pleasing sequel that many who had never before used trucks for short haul freighting purposes, suddenly discovered a substantial economy and are, accordingly, continuing to use Oldsmobiles.

Hogs Always Takes Joy From Life Of Motor Enthusias

"There are several kinds of motorists who do much to take away the joys of motoring," declares Doug Chong, distributor of Paige cars. "It seems a shame that they should be allowed to exist," he continued "but they are, and as a consequence they do much to spoil or detract from the pleasure of their fellow motorists. One of these is the 'road hog' and the other the 'speeder.' Of course, there is also the 'parking hog.

"I really think that the 'road hog' is the worst of the three, for there is nothing that so spoils motoring as to have to ride for miles behind someone and take his dust. Whenever you try to pass him he will move over so that you can only do so by running off the road.

"Then there is the 'speeder.' Of course there is the 'call of the road' and the desire to get out and burn things up, but there are ample opportunities to enjoy oneself without jeopardising the lives of others. This fact is recognised by nine-tenths of the motorists who have some regard for the rights and feelings of others. But there are always those drivers who, through recklessness and total disregard of all the laws, not only endanger themselves, but make the roads unsafe for other motorists.

Chauffeurs Of Two Classes Found In Touring In Japan

How would you like to ride in a motor car with a Japanese chauffeur at the wheel who hadn't learned to back up? A good many people actually do that in the land of kimonos and wooden clogs, according to Feverard Thompson, Firestone representative in the Far East, in a letter.

"I had the rather embarrassing experience," writes Mr. Thompson, "of riding behind one of that kind. He had taken me into a narrow street in the native section of Tokio and at a turning met another motor driven by the same sort of a chauffeur. The mud-guards of both cars nearly touched the toy houses on either side. There was no room to pass and neither driver had learned the art of backing up. They were both like good soldiers—trained to advance and never retreat. I played the hero on this occation, took the steering wheel myself and finally got out of the pocket.

HALF LICENSE EASY

"Never having heard of this peculiar species of motor driver I made investigations later on and learned that the Japanese police issue two kinds of license, for the police have authority in all such matters. A driver doesn't have to know very much to get his first or 'half license.' This permits him to drive a car in the streets of the city in a straight ahead direction. But if he wants to turn around he must make the circuit of the block, which may be half a mile or more. By and by he becomes more expert and then submits himself to the police authorities who give him a second examination. The candidate must show himself thoroughly familiar with the reverse gear and to be able to back up long distances without hitting a tree or a tram-car. Then if he can prove himself he gets his 'final license' and becomes a full-fledged 'No. 1 driver' to the great envy of the 'non backer.'

WAGES ARE LOW

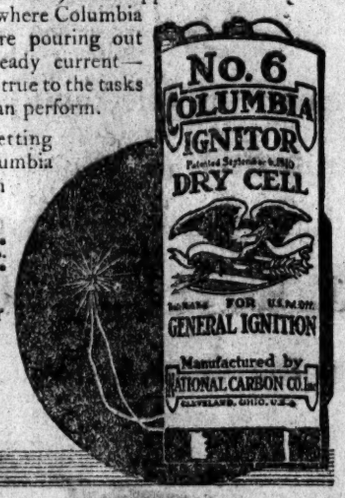
"The Japanese make fairly good drivers, however, although they do not seem readily to catch the idea of speed and distance. They drive much too much on the brake. I have seen some excellent drivers in the Mikado's empire but they are rather the exception. The pay of a first-class Japanese chauffeur is from 15 to 20 yen a week, which means approximately $7.50 to $10.00 U. S. gold. Speeds are not high, the police holding motors down to about 20 miles an hour excepting in the country, where they permit 25 miles an hour, and even 30. But if you ride a Japanese road at 30 miles an hour you know you have been riding."

Columbia Dry Batteries

IN the home, on the farm, in the office, in the factory—on land or water—in every avenue of civilization the Columbia Dry Battery is an established necessity.

All over the world you will find Columbias giving the power that rings doorbells—that makes telephones talk, that supplies common ignition. Everywhere Columbia Dry Batteries are pouring out their strong, steady current—faithful servants, true to the tasks that only they can perform.

Insist on getting the genuine Columbia Dry Battery from your dealer.



DEALERS—Immediate deliveries can be made. Write for catalogue and details.

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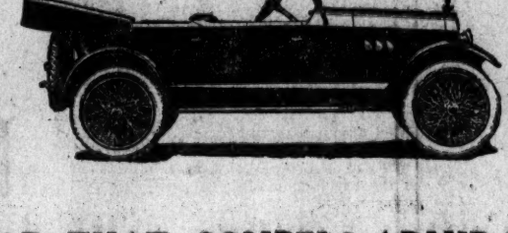
Columbia Six



A CAR THAT COMPELS ADMIRATION

Whenever a Columbia Six passes along the road—whether in Europe, Asia or Africa—it never fails to attract attention.

The fine appearance and sound design of the Columbia are pleasing to the eye of the most critical buyer. Closer examination of the car will disclose mechanical features which, if taken one by one, leaves no doubt in anyone's mind that the Columbia Six will successfully meet any road or climatic conditions, and will be highly economical in point of fuel consumption.

The Columbia Six is especially designed for the domestic and export trade. Its design is in accordance with the latest European ideas, and all the necessary alterations for foreign use are incorporated into this car.

COLUMBIA MOTORS CO.

Export Department

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Introducing the New

Commonwealth and Craw Elkhart Magneto

FOUR

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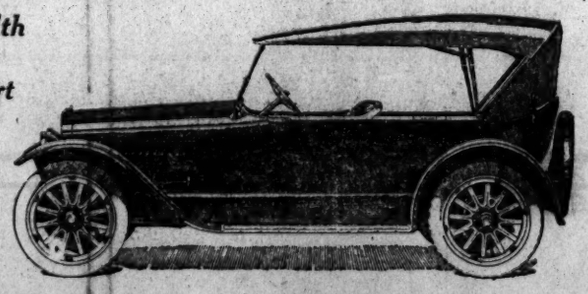

This beautiful 5-passenger Model has a 117-inch wheel-base. In all the New Models nearly 100 costly improvements are embodied.

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are good tires at a good price. Guaranteed 5,000 MILES

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THE Experience of others may include EXPERIMENT, but personal knowledge alone determines the verdict.

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HOT GAS LEAKS DAMAGE PLUGS

Primary Cause Of Failure Is Placed Here—Inspect Spark Gaps

The greatest single item contributing to rapid failure of spark plugs is hot gas leakage. This leakage is brought about by defective or cheap spark plugs and poor design or manufacture. The loss of compression due to the leakage is a negligible factor, the heat imparted to the plug being the primary cause of plug failure.

HEAT HARMFUL

This heat cracks or otherwise damages the insulator, and when the hot gas contains much carbon the latter is carried to practically every part of the plug, thus providing a coat of soot which eventually short circuits the unit. In some engines the plugs are so positioned in the cylinder that a volume of cooling water circulates around the threaded portion of the shell. This would tend to cool the plug and prevent some of the troubles caused by gas leakage. Where the plug is hot so cooled it goes to pieces in a short time.

Where such troubles are persistent the owner should change to the best make of spark plug obtainable, and if he finds that these plug troubles come up due to the excessive heat, mica plugs should be used instead of porcelain. Though porcelain plugs can withstand a terrific amount of heat, the mica type is sometimes found to be more satisfactory, but not where oiling conditions are unsatisfactory.

If the engine is an oil pumper you might find trouble with the mica plugs. As now manufactured, high class porcelain plugs can withstand a terrific amount of heat and even abrupt changes in temperature, without becoming affected, but the point to remember, is that the plugs must be well-made and of good materials to stand up.

There is no reason why plugs should not operate for six months and a year without giving trouble. But if the car owner buys spark plugs at a sale and pays a fraction of the price necessary, he should not expect freedom from plug troubles. As with everything else the best plug is the cheapest in the end. As a matter of fact, poorly made plugs will cause such a complication of troubles as to cause the owner to spend many dollars in other work.

Plugs are easy to test for leakage. While they are in the cylinders and while the engine is running with quarter-open throttle, squirt oil from an oil can around the joints of the plug. Little bubbles indicate leakage. Sometimes this leakage may be due to a poor gasket in the plug, but more often to an inherent fault of the plug which cannot be permanently removed.

THEY MAY FAIL

The best of plugs, of course, fail in much service, and must be replaced. Sometimes the owner himself will cause insulator trouble when inserting the plug in the cylinder. Accidentally striking the insulator with a wrench being used on another plug is a common occurrence. Plugs ought to be inserted with a socket wrench so as to avoid damage to near-by plugs.

In order that the plug operate efficiently it ought to be free of carbon. Carbon deposits on all inner surfaces of the plug, especially around the center electrode and the lower portion of the insulator. The current then fails to jump the gap, as the carbon offers a path of less resistance. This carbon must be removed. Soak the plug in kerosene for about fifteen minutes. This will loosen the carbon, which then can be scraped and wiped off. Where the plug may be taken apart, this should be done to insure cleanliness of all parts. In assembling the plug every speck of dirt should be removed from touching surfaces, because this dirt prevents parts seating properly and thus causes leakage.

WATCH THEM!

Plug gaps should be neither too wide nor too narrow. Too wide a gap puts too much resistance in the way of the current and it will not jump. Bear in mind that the spark must jump the gap under fairly high pressure and not under atmospheric conditions. A 1-32-inch gap is usual, but in some engines this will be a little more or less. A gap too small will allow the spark to jump, but the heat of the spark will be so little as to fail to ignite the charge.

Dealers often sell fancy designs of plugs and test these plugs before your eyes to show you they will give a sheet of flame, or will fire in oil and do other things. Because these plugs so perform in air is no reason at all that they will do so in service. Plugs with moving parts, fans and the like, may or may not perform in service. There is no reason for wanting anything better than the ordinary design of plug if it is made right and of materials that will stand the heat and pressure within the cylinder.

MILBURN ELECTRIC IS PACE SETTER

Toledo Co. Inaugrated Light, Stream-Line Design And New Seating Arrangement

Because the Milburn Company of Toledo was able to put into the manufacture of its electric cars that skilled workmanship and that character only acquired through years of experience, is one reason why Milburn electrics have set the pace for American as well as European electric vehicle manufacturers ever since it entered the electric field several years ago.

And Milburn electrics have set the pace. The best evidence of this is that the Milburn today stands as the largest manufacturer of electric passenger vehicles in the world.

It was the Milburn Light-electric that inaugurated the light, steam-line design and those luxuries and refinements which gave the maximum of comfort, of economy and dependability.

Next, Milburn incorporated a seating arrangement which further greatly added to the distinctiveness and charm of the car. The Milburn Quick Exchange Battery System is another step in advance.

In the ever-increasing traffic of the times, the Milburn stands in a class by itself because of the combination of riding comfort it offers with ease and quickness of operation, economical service and general all-round efficiency.

In Milburn engineering work, only innovations which had a practical value were adopted. This has meant months of experimenting and large expenditures of money. Further, innovations were not adopted unless they had the additional quality of usefulness.

The foresightedness of this Milburn policy is evidenced in the constantly increasing demand for Milburn Electrics. The company's business, since the signing of the Armistice, has been unprecedented. In the last six months the business of the company has been greater than in any preceding twelve months.

Figuring Weight And Tire Size Is Work For Experts

"Weight and distribution of car, power, gear ratio, speed and other points are considered by car engineers and tire manufacturers in determining the tire sizes necessary for the equipment," says the local Firestone distributors. "It will be appreciated, however, that the usage of cars will vary on account of road conditions, drivers and for other reasons.

"Therefore, it is reasonable to expect some trouble from the tires on a small percentage of cars, even though the equipment on a majority of the cars proves satisfactory in every respect.

"When tires are loaded beyond their normal carrying capacity the fabric is not only strained, but develops more hinging action and heat at the edges of the tread. The materials employed in the manufacture of tires are naturally limited in strength, and when taxed beyond that point will not be efficient.

"Oversize tires were primarily designed for exceptional and hard service, but have come into general favor because of extra strength and easier riding qualities. When oversize tires are placed on front wheels that were originally equipped with regular-size tires, the overall diameter will be increased approximately one inch, and the speedometer should be adjusted, otherwise the mileage recorded will be less than that actually traveled."

Velie Makes Records

It is truly remarkable the records that are being made by Velie stock cars for Dependability, Economy, Speed and, in fact, all the desirable attainments of which any automobile is capable. To be first into the Yosemite Valley was a big victory for the Model 34. Every day we hear of exceptional mileage records on both the "34," and "48" and now the Velie is being tried for speed. The following wires have come to hand within the last few days:

"Boston, Mass., July 6, 1920:

Championship Auto Races conducted by New England Automobile Racing Association, Combination Park, Medford, July 5, Velie broke Massachusetts State Record for mile record on half mile track; time one eleven; also Australian Pursuit Race against Maxwell Special, Stutz and Isotta; also record heat Ajax Trophy Race. Velie covered herself with glory beating such cars as Cunningham, Zip, Maxwell Special, Isotta, Mercer and Stutz. Driver Wild Bill Endicott.

NEW ENGLAND-VELIE CO."

"Gaffney, S. C., July 12, 1920:

Velie 34 lowers Essex record in one-fourth mile Hill Climb Contest on 11 percent grade. Essex record eighteen and one-fifth seconds; Velie eighteen seconds; 16-valve Ford, eighteen and four-fifths.

D. M. GAINES."

"Nashua, N. H., July 13, 1920:

At New Hampshire State Automobile Races under auspices of New England Auto Racing Assn. Nashua, N. H., July 10, Velie won two-mile race against classy trio; also won event No. seven, second heat in Free-for-All Ajax Trophy Races.

SHOREY."

There can be no question but that the Velie offers greatest all-around value for the price asked in the field today, says the Shanghai Motor Corporation, 41 Canton Road.

Auto More Heavily Constructed Than Is The Motor Truck

The average automobile is far more heavily constructed for the work it has to perform than is a motor truck, a fact that is rarely considered by motorists. Yet a simple comparison quickly establishes the truth of such a statement. A seven-and-a-half-ton-capacity motor truck weighs a little less than six tons. Figured on this basis of weight of vehicles to weight of load, a five-passenger touring car would weigh less than 1,000 pounds.

"It is a fact that the improvement of any piece of mechanism as a rule involves a reduction in its weight," says a Marmon dealer.

"The process of cutting down weight without sacrifice of strength in any way is a task that demands the highest engineering ability. The whole trend of the motor industry for the last ten years has been toward the construction of lighter cars.

"To make such reductions in chassis weight as the Marmon engineers succeeded in doing when they built the first Marmon 34 without sacrificing strength demanded ability of the highest sort.

"The use of stronger, lighter materials played an important part in their achievement. Substitution of aluminum wherever possible, the use of drop forgings and steel stampings, a new frame design which added strength and lessened weight, all of these things entered into Marmon design.

"In order to check up Marmon design in actual service to make sure no essential quality had been sacrificed Marmon 34 test cars were sent for thousands of miles over the roughest roads to be found in the West, but no evidence of weakness was discovered. The elimination of half a ton weight from the car had rendered it not only a better performer, but a more serviceable car."

OVERLAND 'INSPECTION'

The physical examination department of the Willys Overland Company at Toledo, O., through which all new employes must pass, often points out weaknesses that the applicant did not know existed and oftentimes point the way to remedial measures that save health, time and money. Healthy workers produce better work and maintain the Overland standards of quality.

KAPSDRY FOR MOTOR HOODS
(TRADE MARK) AND RHINOHYD COMMERCIAL HOODS
THE Exact Materials used by BRITISH WAR OFFICE for their WATERPROOF COVERS ALSO ALL MOTOR BODY FITTINGS
Write for List
AGRICULTURAL SHEETS
G. J. HINSTON, 173/177 Shaftesbury Avenue, W. C. 2 LONDON, ENGLAND

THE WAY TO MAXIMUM TIRE MILEAGE

A motorist recently figured his Goodyear tire costs per mile and found them to be remarkably low. This he attributes not only to the toughness of Goodyear Tires, but also to the willing and expert service of a Goodyear Service Station Dealer. In a letter he mentions that this service of prevention of tire trouble "has been of great benefit to me in securing more mileage." Go regularly to the nearest Goodyear Service Station Dealer and ask for this sort of mile-saving Goodyear Service, and for "Maximum Mileage" booklet.

The Goodyear Tire & Rubber Company

The largest single group of tire users in the world agree that the first step on the way to maximum tire mileage is a set of Goodyear Tires.

A large proportion of these users also realize that even Goodyear Tires will more surely deliver greater mileage when they are cared for and given timely service.

Our agreement with this is seen in Goodyear's sincere attempt, through the medium of its Service Station and its Tire Savers, to further tire saving in every possible way. In furtherance of this plan we list below the commonest of tire and tube injuries and the ways that you can use to correct them, to get maximum Goodyear tire mileage.

TRUING UP WHEELS. Bumping into curbs, turning out into gutters and similar strains are likely to cause misalignment of front wheels. They travel then with a grinding action that wears down the rubber tread rapidly.

Ask your Goodyear Service Station Dealer to test your wheels for alignment. This may save you thousands at tire miles.

TREAD CUTS. Not even the Goodyear All-Weather Tread can absolutely protect tires from tread cuts. For scraps of metal, glass, switch points, will cut the toughest treads when squarely struck.

When tread cuts first appear, fill them with Goodyear tire putty and cement: prevent the small cuts from becoming large.

UNDER-INFLATION. Don't run your tires in a soft under-inflated condition. Under-inflation probably ruins more tires than other one thing.

Test your tire pressure with your inflation gauge regularly, at least once each week. Keep the pressure up.

FABRIC BREAKS. Hitting stones and ruts and bumps in the road, while running at high speed, may cause fabric breaks. These grow in size; the tube is pinched and a blowout results. This blowout may not occur until weeks after the fabric is broken.

Use a Goodyear inside protection patch over fabric break before it has an opportunity to grow. Use the same patch without cement as an emergency repair after a blowout, and use a Goodyear Strap-on Boot on the outside of tire over injury. See your Goodyear Dealer about a vulcanized repair.

CARE OF TUBES. Take care of your tubes. Keep the wheel rim free from rust; keep the inside of casing clean; use enough, not too much talc keep the valves clean and tight; keep the air pressure up. Carry spare tubes in Goodyear tube bags; don't allow them to be injured by tools.

It is easy to repair tube injuries with a Goodyear Tube Repair Kit, or Goodyear Self-Cure Patches. Keep a kit in a small box of patches in your car.

OTHER INJURIES. Chains improperly applied, or kept on after the necessity has passed, caused tire injuries. Driving in car tracks grinds off the side of the tread, and may break the side wall fabric. Unequally adjusted brakes cause rear Tires to be worn in spots. When the rubber tread is soaked in oil it soon rots.

It is practically impossible to repair these injuries at home. See your Goodyear Service Station Dealer; ask his advise about a vulcanized repair.

Use Goodyear Tires and Tubes. Keep Goodyear Tire Savers in your car. Get them at the nearest Goodyear Service Station Dealer. Ask him for the Goodyear Lessons on tire care. Go regularly for helpful advice and tire inspections. This is the way to maximum tire mileage.

Goodyear Service Station Dealers

H. S. Honigsberg & Co., Inc.
40 Bubbling Well Road, Shanghai

The Shanghai Garage Co., Ltd.
Operating
Star Garage, 125 Bubbling Well Road
Eastern Garage, 4 Soochow Road.
SHANGHAI

GOODYEAR

Maxwell
MOTOR CARS

Complete Control at Your Finger-tips

Control at your finger-tips might well be a Maxwell slogan. For the Maxwell is unusually easy to operate. Not only is the car light and well balanced but the engine is responsive and the brakes very strong.

Whether the emergency calls for a quick stop, start, or turn, the Maxwell is equal to it.

This is, indeed, a comforting knowledge to the Maxwell owner. It is one more side to Maxwell reliability.

The Shanghai Garage Co., Ltd.
Shanghai, China.

MAXWELL MOTOR SALES CORPORATION
EXPORT DIVISION
Cable Address: "UMCO" 74 BROADWAY, NEW YORK

SPINNING OF REAR WHEELS PREVENTED

Automatic Locking Differential Of Nash Trucks Meets Every Requirement

Buyers and users of truck transportation are paying unusual attention this year to the automatic locking differential which is featured on Nash quads.

"This Nash differential prevents the spinning of either rear wheel, no matter what resistance its mate may be encountering," said a distributor.

"On the Nash quad the differential operates on both front and rear wheels, proving a positive drive on all four wheels at all times. On both models the wheel with the greatest traction gets the greatest power.

"On the straightaway the instant one wheel starts to travel faster than the other the differential locks automatically. The drive axle becomes for all purposes a solid one, and the power of the motor is distributed to the wheels in exact proportion to the traction they are getting. Thus when one wheel becomes mired or meets a slippery spot, the wheel with traction receives adequate power to pull the truck out of trouble.

"To the same extent that this type of differential prevents the spinning of a wheel in driving it also prevents the slipping of a wheel as the brakes are applied or the skidding of a wheel on slippery roads. Severe friction strains are thus eliminated and greater tire economy assured under all conditions.

"One very distinctive advantage of this design of interlocking differential is that it is of simple construction it not being necessary to add to the number of gears, clutches or mechanical dogs in the effort to secure an interlocking feature. It is Nash built, and is completely housed to exclude dust or dirt.

"It is this particular type of differential, moreover which is largely responsible for the satisfactory performance of Nash quads in day-in-and-day-out service and which keeps their operating costs so unusually low."

APPARATUS FOR FIRE FIGHTING NEEDED

Every Motorist Is Advised To Carry Equipment With Him On All His Outings

That some sort of effective fire extinguisher is an essential part of every motorist's traveling equipment is the opinion of local automobile insurance specialist. He is a strong advocate of "the fire gun," a device always loaded and ready, and always certain of quick results. He has used it to advantage on as many as five fires on his own car, and declares it to be sure shot.

"The fire gun" shoots a chemical liquid compound into the blazing region and the liquid is instantaneously converted to gas that quickly puts out the fire, says this man.

The gun, for the purpose of putting out unexpected fires, is held to be necessary as a part of a car's equipment, whether it is covered by automobile insurance or not. In any case, where "the fire gun" is carried in a car's kit of accessories the insurance rate is 15 percent less. This is an invariable rule with all insurance companies, a fact that attests their faith in its effectiveness. And in case the car is not protected with insurance the gun is pretty adequate in itself.

"The fire gun" is cylindrical in form and occupies space otherwise unused. It is held securely in an upright position by a light-weight bracket and can be detached for use by a simple brisk pull of the hand. It is double pump, operating on both the up and down stroke. No fire can persist more than a minute or two, once the device is put in action. The liquid used neither soils nor damages the finest fabrics and dries away in a moment's time.

The specialist also recommends the use of gun for protection against fire in homes. He believes one should be installed in every kitchen for quick emergency use. Every one who has ever seen the extinguisher in operation is enthusiastic about its usefulness he says.

Oil Wells Replace Grease Cups Now

Modern constructional practice is tending toward elimination of grease cups and the substitution therefor of oil wells and oil cups. There are many car owners whose vehicles are equipped with grease cups in great profusion who can at slight expense do away with the trouble due to this equipment. For example, the grease cup is generally located at the notch for lubricating the thrust bearing or throw-out collar. This may be removed and a large oil cup may be substituted. The owner who is mechanically competent may install a large oil cup.

Klein's Car Wrecked In Los Angeles Race, But Tire Speeds On

In the one hundred and eighty-third mile of the 250-mile contest at the Los Angeles Speedway, Art Klein was flashing meteor-like over the board oval at a speed of 104 miles an hour in his giant Peugot, when suddenly his right rear wheel collapsed.

The tremendous speed sheared off the spokes cleanly at their junction with the rim.

Careening wildly, the car spun pivoting on the wreck of the wheel, until by masterly skill Klein brought the racer to a stop.

But the Goodyear cord from the wrecked wheel still had the will to win and refused to be stopped. Fully inflated and perfectly mounted, it shot out of the wreckage and swept on down the track at terrific speed in the same direction the car had been going. When finally captured, it was in perfect condition and looking for another wheel on which to continue the race.,

This the first time within the memory of racing men that such a freak performance has been witnessed on a race track.

USED CARS SPELL OPPORTUNITY NOW

Difficulty In Securing New Cars Renders It Desirable To Let No Chances Slip

Big opportunities for obtaining good automobiles at low prices are to be found on every hand, says "Jawn" Davis manager of the newly organised Used Car Department of the Central Garage Company. The conditions in the big automobile production centers which have made it necessary to practically close many of the plants and the difficulties prevailing which practically have stopped shipments by rail from the factories have all combined to put a premium upon good used cars, he said.

"I have noticed lately in various dealers' places and in advertisements several bargains," he continued, "that would give an owner every bit of pleasure to be derived from a new car at a big reduction in price. A careful study of newspaper advertisements in this line, as is true of all others now that the newspaper has become practically a show window for all the reliable business firms of a city, will more than repay anyone who is looking for a car. Even if a new car bought today it may be months before it can be delivered, if at all, with factory conditions as they are.

"Now, most of these used cars that I have inspected lately can be put into satisfactory shape with little expense.

"Just to meet such needs as this, we have assembled a number of used cars of the right sort that will, we think, meet with the universal approval of prospective buyers who are unable to obtain delivery of a new car."

Question Box

Q. I have a 1911 Chalmers car. When it is running on magneto it will jump continually and lose power, while it runs fine on the battery. Please give me the cause and remedy, which I assure you will be appreciated.—*Reader.*

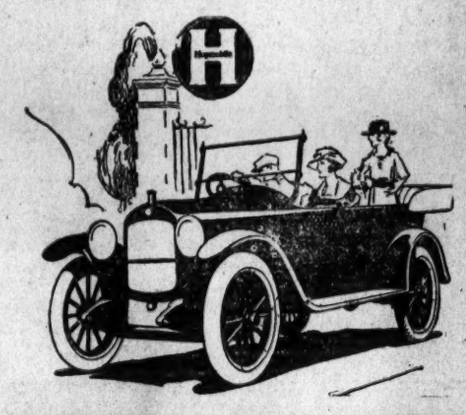
A. Clean circuit-breaker points, file them smooth and see that they open not more than 1-64 inch. Clean distributor inside and out. Try car again. If trouble continues the magneto must be sent to a service station. Perhaps the magnets are weak and need remagnetising.

Q. It was only a week ago that I cleaned the carbon from my motor, put the head back and tightened the belts well. I have no slack, but still it has a little knock and will not take a hill. I also have noticed it throws a lot of heat from the motor after running about two miles. This is a Ford car and am supposed to get about fifteen miles, but I never get any more than ten miles to the gallon. Will you kindly let me know if water was sucked in through the manifold would that in any way prevent carbon? If piston rings were worn, how could I tell? Thanking you for this information, I am—*Reader.*

A. If carbon has been thoroughly removed the knock may be in push-rods, connecting rods or main bearings. If engine overheats clean out cooling system with washing soda. Carbureter may be out of adjustment or air valve stuck, which would cause excess carbon, overheating and cut down the mileage. Water fed into the manifold in small and proper quantities has been found to reduce carbon. If rings are badly worn engine loses compression and sucks too much oil up into combustion chamber.

Q. I have had my engine on Overland car, model 69-1913, out and gave it a good overhauling. Magneto was taken apart and cleaned. Everything looked to be in first class shape, but on taking her out today find she misses explosions. Engine seems to work well when idle, but just as soon as I increase the gas it misses and sometimes stops altogether. It loses power when in high and seems to run best when in second speed. Engine is equipped with Schebler carburetor, model L. Had no trouble before taking engine down. Where shall I look for trouble?—*V. S.*

A. It is just possible the magneto was not properly reassembled. Disconnect from drive shaft. Turn until the armature resists and then let go. Circuit breaker should open at this point. See that the distributor gear and armature gear meet at points marked so that brush covers a contact when breaker points open. Spin armature by hand and see if spark comes from distributor. Then connect to drive shaft and wire up to produce a spark in No. 1 cylinder, exactly on firing dead center. It is just possible that you have set the spark connections to retard instead of advance when spark control lever is moved. Adjust spray nozzle for best speed with engine throttled down and then flash throttle open and adjust air valve clearance. Also make sure there are no air leaks in carburetor manifold connections. It is assumed that compression is good in each cylinder when engine is heated.



All over the world, the Hupmobile has the reputation of being a remarkably good car. When it first appeared it immediately began to make a name for itself as a value decidedly better than ordinary, and that good name has never stopped spreading.

IMPORTANT FEATURES

Extra strong, rigid frame.
Two carburettor adjustments.
Pressure oil system feeding oil direct to bearings.
Soft operating clutch with adjustable pedal.
Extra long Change Speed lever with short, easy throw.
Extra long, semi-elliptic springs; chrome vanadium leaves.
Semi-reversible steering gear; strong construction.
Detachable engine head; easy to grind valves or remove carbon.
Extreme roominess of tonneau and driving Compartment.
Completeness and quality of equipment.

The Shanghai Garage Co., Ltd.
STAR GARAGE EASTERN GARAGE
MAIN SHOWROOM
Star Garage, 125 Bubbling Well Road

Hupmobile

GOODRICH
TIRES

SILVERTOWN CORD

RESILIENT; LONG-WEARING, PUNCTURE-RESISTING, UNUSUALLY SATISFACTORY.

The Grip that Holds the Tire Holds Owners Too ! !

Goodrich Silvertown Cord Tires are Comfort-Giving and Strain-Absorbing. Resiliency is produced by the construction of Layers of Cord made of the best Sea Island Cotton impregnated with Pure Live Rubber. Moulded by internal air pressure, Even Tension is given to each part and Uniform Lasting Wear to the entire carcass.

You are assured of marked tire economy if you use Silvertown Cords.

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Best in the Long Run

INSURANCE
MEANS PROTECTION AND PEACE OF MIND

THE MOTORIST'S NIGHTMARE

AN X.S. POLICY

AN X.S. POLICY

WILL TAKE ALL THESE RISKS FROM YOUR SHOULDERS

FIRE-ACCIDENT-THEFT-THIRD PARTY

Write for Prospectus, which gives full information, to

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No. 44 Kiangse Road
AGENT, EXCESS INSURANCE COMPANY, LTD.

China Press Sports

Conducted By Dudley Burrows

SHANGHAI, SUNDAY, SEPTEMBER 19, 1920

SLOW PLAY AND LOW SCORING IN CRICKET GAMES

Match Between Trial Elevens On Good Wicket Proves Disappointing

FOUR HOURS TO SCORE 244

Suggested Meeting Be Called To Find Means To Brighten Game

The match played on the S. C. C. ground yesterday afternoon between Mr. G. E. Billing's XI and Mr. H. E. Muriel's XI was supposed to be in the nature of a test match in view of the impending Hongkong Interport game.

As matters turned out it proved of no importance at all, in fact the cricket was of the tamest description and really hardly worth comment.

On a wicket which was quite easy it took something like 4 hours to amass a total number of 244 runs and then the match had to be given up without a decision. It is no use concealing the fact that something must be done here in Shanghai to brighten our cricket. It is too late in the season now to mend matters, but from Club talk one hears many useful suggestions, and it would doubtless prove of great assistance were a meeting convened some time at the conclusion of the present season which would be thrown open to all those interested in the welfare of the game.

YESTERDAY'S MATCH

To revert to yesterday's game Mr. Billing's XI batted first but were all dismissed in 90 minutes for 136 runs. Of this total Hayward contributed 52, quite the best innings of the afternoon and made without any serious blemish.

Quayle and Clifford made a happy attack for the former's express deliveries were in contrast to the latter's slows. Read played a patient innings for 20, and later in the innings Allison made some good strokes in scoring 17.

Quayle came out with an excellent analysis, his 6 scalps costing exactly 10 runs apiece. He swerved considerably from the top end. Clifford's slow leg breaks were well mixed up, and off his bowling Morris and Hansell made two splendid catches in dismissing Billings and Allison respectively.

Muriel's eleven had plenty of time to make the runs, but they found Billings and Allison in tip top form, and the rate of scoring was consequently slow. Pearson played a laborious innings taking nearly two hours to get his runs. Five wickets were down for 59, but Middleton helped Pearson to add 46 before the latter was well held by Read at extra cover. Muriel went in without pads to play out time and stumps were drawn at 6 sharp with the light quite bad.

Both Billings and Allison bowled well, but neither Read or Wainwright was tried. Mention should be made of the fine piece of work by Hayward when Morris was run out.

The umpires were Messrs. Warrener and W. J. Hawkings.

THE SCORES

G. M. Billing's XI.

A. W. Hayward, c. Pearson, b. Quayle	52
D. W. Leach, b. Quayle	4
F. L. Wainwright, b. Quayle	2
W. S. Read, st. Barnes, b. Clifford	20
J. R. Harder, b. Clifford	1
H. W. P. McMeekin, c. and b. Quayle	7
C. Brook, b. Quayle	1
H. W. Allison, c. Hansell, b. Clifford	17
G. M. Billings, c. Dr. Morris, b. Clifford	4
B. W. Duthoit, b. Quayle	7
L. Murray Kidd, c. Tippin, b. Clifford	3
W. G. R. Murphy, not out	1
Extras	17
Total	136

Bowling Analysis

	O.	M.	R.	W.
J. Quayle	20.4	3	60	6
R. Tippin	4	0	12	0
W. C. G. Clifford	16	1	49	5

Mr. H. E. Muriel's XI.

W. N. Hansell, b. Allison	9
A. E. Piercy, b. Allison	0
W. C. G. Clifford, c. Harder, b. Allison	20
J. M. Pearson, c. Read, b. Billings	33
J. A. Quayle, b. Murphy	9
Dr. H. H. Morris, run out	5
H. Middleton, not out	23
H. E. Muriel, not out	1
R. M. J. Martin, R. T. Tippin, C. E. M. Thomson, E. G. Barnes, did not bat	0
Extras	8
Total	108

Bowling Analysis

	O.	M.	R.	W.
G. M. Billings	19	5	46	1

(Continued on Page 2)

SPORT AND STAGE

BY DOMINO

FRAWLEY COMPANY

The Frawley Company has been drawing splendid houses during the past week, and it has been quite delightful to see all the old favorites in such good form after their long, and sometimes trying journey, through the Straits and India. The players have lost some of their members at different times. Homer Barton is in New York again. Mr. Farjeon had to go home sick and has been greatly missed. Tim Frawley has also had an attack of illness, but is again fit, and ready to take on any number of parts. He is a wonder.

This week the company will repeat that fine comedy "Three Wise Fools" on Monday, it is well worth a visit; on Tuesday "Scandal" will be presented. Wednesday night is pretty sure to see a full house at the Lyceum. The play is to be "It Pays To Advertise," one of the cleverest and funniest plays written in recent years. It requires no bedroom scene or queer pitches to make it raise the laugh. "Polly with a Past," "Lightnin'" and "Fair and Warmer" will occupy the boards on the last three days of the week.

I hear that the company will go to Tientsin at the conclusion of their season here but it is not settled yet as to whether they return before opening up at Yokohama.

* * *

LAWN BOWLS

Interport cricket occupied sportsmen's attention over the last week end. Today and tomorrow the game is to be Lawn Bowls. We have with us teams from Hankow and Hongkong and they are all battling for the championship. Tomorrow night all three teams and their friends will dine together at the Shanghai Club. It is sure to be a pleasant evening where the fights of the day will be all fought over again to the sounds of clinking glasses and the quips and cranks of such well known artists as the Silas Brothers, Reginald Kay, G. B. Stormes, Morley Peel, E. R. Morrison, and Jack Raynes.

* * *

THE GARDEN OF ALLAH

News from London tells us that "The Garden of Allah" is the production of the year. It is filling the vast auditorium of Drury Lane night after night and it is right that it should do so, for this pageant of the desert is very memorable, and never was there an instance of a play being more happily wedded to a theater.

The very air of Drury Lane is redolent of stage romance. The crimson and gold interior has a magnetism of its own. It is the theater of all theaters. It is the spirit of the play incarnate. Other theaters are modernised, commercialised or vulgarised. Drury Lane is the only playhouse from which these things have failed to banish the spirit of wonder, says "Hick" in that chatty little paper "Fragments."

There is much in this Hitchens play at which one may wonder, but chiefly in the setting—a setting which literally throbs with vitality and beauty, which breaks down the barrier of the footlights and carries the audience as one man to "The Garden of Allah."

The story, as in its novel form, will, on the stage, will give rise to acrid controversy.

The monk, who surrenders to the call of his physical being, is a fit subject for Greek tragedy, but the stage at which he can sacrifice his wife and return to his monastery is the breaking point, as far as Protestant sympathies are concerned.

Still, it is happily unnecessary to enter into this denouement problem from the view point either of humanity, art, or religion, because the story in this case is completely overshadowed by the grandeur of the setting.

* * *

ENGLAND CRICKET TEAM

Rumors, doubts, arguments, the occupation of amateur team-makers—all these are over now. Our cricketers who are to go to Australia to engage in the first series of Test matches since England won "the rubber" in 1912 have been selected at last.

Five Test matches have been arranged. They are: Sydney, December 17; Melbourne, December 31; Adelaide, January 14; Melbourne, February 11; and Sydney, February 25.

The fifteen players are:

R. H. Spooner (Lancashire), captain.
J. W. H. T. Douglas (Essex).
P. G. H. Fender (Surrey).
Rhodes (Yorkshire).
Hobbs (Surrey).
Woolley (Kent).
Hendren (Middlesex).
Hearne (J. W.) (Middlesex).
Russell (Essex).
Strudwick (Surrey).
Barnes (Staffordshire).
Howell (H.) (Warwickshire).
Waddington (Yorkshire).
Makepeace (Lancashire).
Dolphin (Yorkshire).

D. J. Knight (Surrey) and G. E. C. Wood (Cambridge University and Kent) were invited but could not accept. The terms for the professionals will be the same for all.

It has been said that the selectors of Test match teams are like the weather—always in the wrong. And it is certain that this combination will be subjected to much criticism. The Lancashire man will inquire what has become of Cook and Parkin, and the Yorkshireman will argue that Holmes should have been included.

Such criticism is both inevitable and healthy. For an English tour in Australia is something more than a cricket affair. It is a national affair.

Since the above team was picked it seems that Barnes has refused to accompany it. He made certain conditions, one of which was that the M. C. C. should pay the expenses of his wife and family for the trip which could not be complied with. This made it necessary to include another bowler in the team and so the much discussed Cecil Parkin of Lancashire County and League Cricket has been invited and has accepted. This will be his first visit "Down Under" and if he meets with the same success that he has done during the past two seasons in England he will be a worthy substitute for Barnes.

BECKETT

Joe Beckett has notified Mr. C. B. Cochran that owing to an injury to his hand he will be unable to box Frank Moran for at least three months. He has, however, given Mr. Cochran his undertaking that he will not enter into any other engagement until he has met Moran, and has also offered to put up a side-stake for the match with Moran.

Moran's friends say they are prepared to back him up to £1,000.

C. B. Cochran notified the press some time ago that he was through with the promoting of boxing contests owing to the difficulty of keeping pugilists to their word, but it is not yet known whether he will throw down the Beckett-Moran bout. He has called off his contract with Carpentier.

Beckett has improved so much of late that there is talk of another fight with the champion of France—or rather Europe—and if the Englishman gets through this ordeal he will again go after Dempsey. A well known sporting writer wrote in one of the big London papers that Beckett was the best heavyweight that England has produced in years and that with good coaching and guidance and with youth on his side—should yet develop into a world beater. The following record of Beckett's doings up to date might prove of interest.

BECKETT'S RECORD

1914.	Rounds
April 20.—W. Harry Smith	4
Aug. 28.—W. Montana Dan Sullivan	16
Dec. 21.—L. Harry Reeve	7
1915.	
Mar. 4.—L. Pat O'Keefe	8
Sept. 30.—W. Gordon Sims	15
1916.	
May 8.—K. Gordon Sims	18
1917.	
Jan. 15.—W. Harry Curzon	15
May 28.—W. Harry Curzon	8
June 18.—W. Dan Flynn	15
Aug. 6.—W. Len Sexton	8
Nov. 29.—W. Harry Curzon	5
Dec. 17.—L. Frank Goddard	8
1918.	
Feb. 25.—L. Dick Smith	20
Oct. 14.—W. Val Harris	2
1919.	
Jan. 1.—W. Harry Reeve	5
Feb. 27.—K. Bdr. Wells	5
June 17.—K. Frank Goddard	2
Sept. 2.—K. Ed. McGobrty	17
Dec. 4.—L. G. Carpentier	1
1920.	
Mar. 5.—W. Dick Smith	5
May 10.—K. Bdr. Wells	3
July 16.—W. T. Burns	7

RUGBY CHANGES

A number of amendments to the existing rule of Rugby football were made at a meeting of the International Rugby Board recently.

It was decided that Rule 11 should provide that where a player does not immediately place the ball in the scrummage a free kick may be demanded as a penalty.

The charge will be abolished in the case of penalty kicks.

There will be a rule (21) to read that in cases where a scrummage is ordered for breach of

(Continued on Page 2)

Portuguese Company, S.V.C. Wins 1920 Challenge Shield

Top row—Privates A. Gomes, J. Campos, B. Vieira, A. A. Leitao —Middle row: Cpl. A. F. Diniz, Sgt. M. Leitao, Capt. A. M. Diniz, Sgt. E. Leitao, Pvte. J. Diniz—Bottom row: Pvtes. A. R. Leitao, B. Pintos.

POLICE TO HOLD FIELD MEETING ON OCTOBER 30

Announcement was issued yesterday that the annual field meeting of the Shanghai Municipal Police will be held on the Public Recreation Ground on the afternoon of October 30, beginning at 1 o'clock. Entries are to close at 6 o'clock the afternoon of October 16 and the entrance fee for each event will be $1.

Entries for the meeting are to be received at Louza Police Station by Sergt. F. A. Treacher and Detective Sergt. J. A. Quayle, who are the honorary secretaries.

One of the trophies of the meeting will be the cup offered by THE CHINA PRESS for the 100-yards sprint for the Shanghai Championship. It is understood that additional trophies will be announced later. The events of the meeting will be as follows:

Throwing Cricket Ball
Putting 16 lb. shot, Handicap
Throwing 16 lb. hammer Handicap
220 yards Flat Handicap
Long Jump Handicap
1mile flat Handicap
1 mile walk Handicap
120 yards hurdles Handicap
100 yards Shanghai Championship
440 yards Shanghai Championship
880 yards Shanghai Championship
1 mile bicycle Shanghai Championship
440 yards School Boys under 16 years Handicap
1 mile interclub relay race open to teams of 4.
Tent pegging and lemon cutting
Interclub Football match 5 a side (By invitation)

Meyer and Leitao Win Men's Double

Remarkably good tennis characterised the play in the men's doubles finals of the Hongkew Park Tennis tournament played yesterday at Hongkew Park when Messrs. P. R. Meyer and A. A. Leitao playing Messrs. A. M. Souza and S. Collaco won the best of five in the final set. The score of the contest was 8-6, 1-6, 6-3, 7-9 and 6-3. Silver cups were awarded as prizes to the winners.

The final match of the tournament which has been in progress since July 1 will be played this afternoon beginning at 4 o'clock. This will be the men's singles between P. R. Meyer and A. M. Souza and an interesting contest is expected.

Hongkong And Hankow Bowlers Clash Today

Junior Golf Club Too Good For Visitors; Interport Match And Dinner Monday

(BY 'SKIP')

The Hankow Interport team visited Hongkew Park yesterday afternoon and after a hard fought game lost to the Junior Golf Club by 11 points. The green, as usual, was in perfect condition and was drawing well.

Hankow got away at the start with a two and a single and the Junior's replied with one only. The visitors then got another two and one, and at the fifth end were leading 6 to 1.

By dint of steady play the Junior Golf Club gradually drew level and at the 11th end passed the visitor's score—8 points to 7.

The tea interval then arrived after which the locals asserted themselves and scored no less than 16 in six ends.

Hankow managed a three in the last end, chiefly due to Paul and Godwin who were playing very steadily. At the 12th head Paul particularly distinguished himself with a clever draw which displaced his opponents wood and laid four. This was one of the features of the match.

FINE EXHIBITION

Taking the game through, the exhibition of Bowls was of a much higher standard than has hitherto been seen. Every player was keen and the green drawing well so that there was no excuse for "bloomers" and there certainly was none.

For Hankow Messrs. Paul and Godwin were very safe, the former on many occasions rising to the occasion and saving the situation with very fine draws. Miller also was good and the green certainly suited Burtwell, who came in at any old time with a "save."

On the Junior Golf Club side the plum must be given to "Bert" Storms, he certainly was extra whilst all the rest were very reliable and safe.

Altogether the game was much enjoyed. The full scores and teams were:

Hankow: J. Paul (skip), S. J. Godwin, J. W. Burtwell, G. B. V. Miller 13.

Junior Golf Club: J. Burnside (skip), G. B. Stormes, A. S. Allan, W. S. Featherstonhaugh 24.

HANKOW v. HONGKONG

The Hongkong team arrived yesterday morning by s.s. Suiyang and will meet the Hankow contingent today at 3 p.m. at the Race Course.

The Hongkongites had a practice game yesterday afternoon to get used to the green, but, of course, it is impossible at the present moment to attempt to prophesy results.

The Hongkong team are entirely new to Shanghai and with the exception of R. Lapsley, nothing is known of the rest of the team.

Lapsley we understand is an old athlete having been an Interport crack shot for years, prior to his going home to the war. He was also a good swimmer and I believe a tennis player. He is to "skip" the visiting team with P. Farrell, A. G. Pole and J. Muirhead.

The team representing Hankow is about the same as played against Shanghai. The game is called for 3 p.m. sharp at the Lawn Bowls Club greens at the Race Course and it should be a great game.

MONDAY'S PROGRAM

On Monday morning the Recreation Club will play the Hankow Interport team at 10:15 on the Rec's ground. The team selected for the local Club is H. Veitch, G. Manwaring, T. Poignand and J. Shaw. The actual positions of the players will be decided upon at the last moment.

Shanghai will meet Hongkong in the Interport match at the Lawn Bowls Club greens on the Race Course at 3 o'clock on Monday afternoon. The game should prove particularly interesting, as it will prove the merits of our visitors. The teams are Hongkong: R. Lapsley (skip), P. Farrell, A. G. Pole, J. Muirhead.

Shanghai: J. T. Disselduff, (skip), R. C. Aitkenhead, D. McAlister, Geo. Dunlop.

INTERPORT DINNER

The dinner in honor of our Interport friends promises to be a big affair. All available seats are taken and a first class program has been arranged by Mr. E. P. Graham Barrow. The dinner will take place at the Shanghai Club on Monday night at 8:15 p.m.

Mr. Calderwood's side won from Mr. Taylor's by 34 shots in an interesting five rink game on the Lawn Bowls Club greens yesterday afternoon. It also took the form of a competition for prizes kindly presented by members. The smoker's sets were won by Mr. Harborne's rink which scored a runaway victory over Mr. Disselduff's by 26 shots, while the spoons were won by Mr. Mennie's rink which finished 8 up.

MATCH AT RACE COURSE

Competition teams and scores, Mr. Taylor's side being mentioned first in each case:

Albert Taylor (Skip), H. G. Manwaring, F. J. Norbury, J. McIlveen, 19; W. M. Calderwood (Skip), J. D. Gaines, Dr. J. W. Ross, E. Mortimer Reid 13.

J. T. Disselduff (Skip), E. Payne, R. Paterson, G. McSweeny, 12; T. Harborne (Skip), W. A. Turnbull, E. Wheen, W. J. Davidson, 28.

F. C. Banham (Skip), H. H. Fowler, J. A. Smallbones, F. A. Sampson 18; D. Mennie (Skip), J. P. Lowe, N. W. Peach, J. M. Robertson, 26.

G. Dunlop (Skip), P. M. Scott, J. Hardwick, J. D. Gordon, 19; G. L. Campbell (Skip), T. E. Trueman, J. W. Mennell, H. F. Fletcher, 19.

J. Buckley (Skip), R. G. Cole, L. Ashcroft, Dr. Davenport, 15; F. L. Marshall (Skip), J. S. McGavin, Dr. Bondfield, A. Samson, 21.

COMPETITION FOR ARETHUSA CUP TO BE SHOT MONDAY

When entries closed at noon yesterday for the Arthusa Cup Competition, which is one of the big annual open shooting events of the Shanghai Rifle Association, a total of 47 names, including about all the leading marksmen of the community, had been recorded.

The competition will open at 6 o'clock tomorrow morning and will be resumed at 3 o'clock in the afternoon. Competitors have been notified to be at the firing point at least 15 minutes before the hours stated.

MANY U. S. ENTRIES

The American Company of the Shanghai Volunteer Corps has the largest number of entries of the various military organisations, having sent in 10 names. The First Reserves have 7, Maritime and Japanese Companies 5 each, the Shanghai Rifle Association and Shanghai Scottish, 4 each, the Navy, 3, A Company, British, Shanghai Municipal Police, the Chinese Company and Swiss Rifle Club, 2 each and the Portuguese Company and Staff, 1 each.

LIST OF COMPETITORS

The complete list of competitions is as follows:

Ashley, G. F., Baumann, E., Black, E., Blatchford, Breawley, M. G., Bartley, F. G., Bosustow, J. C., Cole, R. G. H., Collaco, A. M., Collins, A. E., Coghlan, A. J. P., Chen, K. D., Davis, A. C., Evans, J., Fasting, E., Gates, F., Green, F. G., Hodges, F. E., Hykes, R. K., Hu, Wm., Hoh, C. G., Ito, R. I., Iijima, M., Kawanami, Y., Langley, C. J., Malcomson, J., Macheth, J., Mottu, A. L., McKelvie, K., Neal, G. M., Noishiki, H., Olsen, V., Parfett, A., Richardson, G., Rauson, S. A., Ryde, C. H., Rose, W. T., Reeves, C., Siuchair, J., Snape, F. W., Thomson, C. E. M., Terrill, W. J., Tobios, H., Tsunoda, K., Watanabe, T., Vieira, B., Jensen, G. B.

Note.—The competition will begin on Monday at 6 a.m. and 3 p.m. punctual. Competitors are requested to be at the firing point at least 15 minute before the time stated.

GOOD RACING OPENS SEASON AT KIANGWAN

Program Of International Recreation Club Again Attracts Big Crowd

KOWLOON IS SURPRISE

W. G. Crokam Pilots Pony Home Ahead Of Two Hot Favorites

The fall racing season opened yesterday at Kiangwan with a program of nine good races. A large crowd journeyed out to witness the meeting, the 68th of the International Recreation Club. Occasional exciting finishes and good dividends kept the spectators interested till the last race when Maresfield, with Johnny Heard up, ran away from the pack and snatched the valuable Autumn Cup in easy style, many lengths ahead of Newcastle, Billy Hill riding.

The early enthusiasts were amply rewarded by the spectacular finish in the third race, Mazurek, piloted by Heard, had led all the way and was apparently winning the race comfortably when about one furlong from the post, Hill on Three of Spades pulled up three clear lengths and won. D. S. Li rode Haruna to a third place.

KOWLOON IS SURPRISE.

Kowloon, ridden by Mr. W. G. Crokam, kicked Doctor Dopster squarely in the face by snatching the Littleton Plate from Persimmon and Loganfield, the favorites which came in the order named. Crokam's pony paid $41.20 for win. The second and third ponies had Messrs. H. F. Hu and H. E. Morriss as jockey respectively.

Another brilliant finish was seen in the Mart Plate which was won by Full House, Mr. H. F. Hu up, a head faster than Beating, Mr. Crokam riding, which in turn had the same distance ahead of Cuckfield, Mr. Morriss up.

Full House paid $44.90 for win.

BIG FIELD TURNS OUT

The Novice Race, which opened the day's program, had the biggest field. Fifteen ponies were allowed to start miserably. All the contestants however were bunched together in the stretch. Coriolanus came home in good form with Lockfield second and Islington, third. The winner paid the largest dividend of the day, $76.20. He was ridden by Mr. Harpur. The other jockeys were Mr. Sweeting and Mr. Z. W. Yu.

A fine struggle for honors was witnessed in the stretch during the Polo Dash Plate, taken by Harvestland, piloted by Mr. A. N. Dallas, from Foreigniand, Mr. H. F. Hu riding, with The Lad third, ridden by Mr. W. A. Dalgarno.

The stewards of the meeting were Messrs. Brodie A. Clarke, chairman, C. R. Burkill, C. T. Chu, T. A. Clark, Geo. Dallas, K. J. McEuen, H. E. Morriss, K. Yebara, T. U. Yih and Y. S. Day, secretary.

THE SUMMARY

A summary of yesterday's racing results follow:

1.—**The Novices Race.**—Value $400. 2nd pony $150. 3rd pony $100. For China ponies that have not won more than 2 races. Weight for inches as per scale.—One mile.

	lbs.
Mr. S. B. M. Bremner's grey Coriolanus, (Mr. G. G. C. Harper)	146—1
Mr. MacBonar's brown Lockfield, (Mr. Sweeting)	152—2
Mr. Zih Bros.'s ch. Islington, (Mr. Z. W. Yu)	149—3

Also ran: Yellow Paner, (Mr. S. F. Yih); Eastern Star, (Mr. M. K. Wong); Ace of Diamonds, (Mr. Eastwood); Frotman, (Mr. L. O. Wagner); Royalist, (Mr. H. Tomono); Cannarium, (Mr. K. H. Chun); Oronoco, (Mr. P. C. Wu); Wistful, (Mr. H. W. Ip); Commonland, (Mr. A. N. Dallas); Motorist, (Mr. Matsumoto); Loo Kow Chao, (Mr. J. H. Liddell); and Strathmore, (Mr. L. Sih).

Won by ¾ length: ½ length. Time: 2:11 1-5.

Pari-mutuel: For win: $76.20; for place, 1st $17.50; 2nd, $10.70 and 3rd, $30.20.

Cash Sweep: 1st, 265; 2nd, 45 and 3rd, 2. Unplaced.—98, 243, 302, 176, 361, 48, 301, 329, 56, 77, 420 and 273.

2.—**The Polo Dash Plate.**—Value $400. 2nd pony $150. 3rd pony $100. For China ponies which have been playing polo regularly this season.—Three furlongs.

	lbs.
Mr. Day's white Harvestland, (Mr. A. N. Dallas)	156—1
Mr. Day's skew Foreigniand, (Mr. H. F. Hu)	140—2

Mrs. Jack Macgregor's dun The Lad, (Mr. W. A. Dalgarno) .....160—3

Also ran: Xerxes, (Mr. A. J. P. Heard); Inniskilling, (Mr. P. C. Wu); Clouded Amber, (Mr. J. Cockin); Winnipeg, (Mr. I. Ezra and Live Wire, (Mr. J. H. Liddell).

Won by two lengths; one length.

Time 0:44 4-5.

Pari-mutuel: For win, $30.50; for place, 1st, $10.10; 2nd, $7.90 and 3rd, $9.90.

Cash Sweep: 1st 384; 2nd, 405 and 3rd, 395. Unplaced.—81, 334, 236, 78 and 3.

3.—**The Autumn Plate.**—Value $400. 2nd pony $150. 3rd pony $100. For China ponies. Weight for inches as per scale.—One and a quarter miles.

lbs.

Mr. Chow Sung's white Three of Spades, (Mr. W. Hill) .....154—1

Messrs. Sky and Hickling's grey Mazurek, (Mr. A. J. P. Heard) ....161—2

Mr. Chang Chow's bay Haruna, (Mr. D. S. Li) .....158—3

Also ran: The Greenfinch, (Mr. Z. W. Yu); Trustland, (Mr. A. N. Dallas) and Little Nephew, (Mr. J. Liou).

Pari-mutuel: For win, $16.40; for place, 1st $6.10; 2nd, $5.80 and 3rd, $7.90.

Cash Sweep: 1st, 543; 2nd, 20 and 3rd, 154. Unplaced.—15, 576 and 38.

4.—**The Patriotic Plate.**—Value $400. 2nd pony $150. 3rd pony $100. For griffins of 1920 that have not won more than 2 races.

lbs.

Mr. Henry Morriss's ches Letchfield, (Mr. H. E. Morris) .....152—1

Mr. Four's bay Keysoe, (Mr. J. K. Brand) ..161—2

Mr. Hatt's grey Moralist, (Mr. T. U. Yih) ....145—3

Also ran: Aviation, (Mr. J. H. Liddell); Florina, (Mr. Crokam); Riposte, (Mr. Heard); Mikasa, (Mr. J. Liou) and Conqueror, (Mr. D. S. Li).

Won by two lengths; three lengths.

Time 2:26 1-5.

Pari-mutuel: For win, $23.00; for place, 1st, $9.10; 2nd, $8.50 and 3rd, $24.20.

Cash Sweep: 1st, 278; 2nd, 554 and 3rd, 651. Unplaced.—558, 598, 238, 56, 109 and 556.

5.—**The Entente Cordiale Stakes.**—Value $400; 2nd pony $150; third pony $100. For China ponies. Weight for inches as per scale. Maidens, allowed 7 lbs.—1 mile.

lbs.

Mr. Leaf's dun Bright Folly (Mr. J. K. Brand) .....158—1

Mr. Day's grey Shenkoland (Mr. A. N. Dallas) ..150—2

Mrs. Yih's grey White Diamond (Mr. T. U. Yih) .....152—3

Also ran: Railway, (Mr. J. Liou) and The Hornbill, (Mr. D. S. Li).

Won by one length; one length. Time—2:09 2-5.

Parli Mutuel: For win, $8.10; for place: 1st, $5.60; and 2nd, $6.50.

Cash sweep: 1st, 138; 2nd, 109 and 3rd, 244. Unplaced, 361 and 321.

6.—**The Mart Plate.**—Value $400; 2nd pony $150; 3rd pony $100. For griffins of 1920.—7 furlongs.

lbs.

Mr. Chow Sung's grey Full House, (Mr. H. F. Hu) .....152—1

Mr. K. D. Soo's grey Beating, (Mr. W. G. Crokam) .....152—2

Messrs. Sky and Hickling's black Cuckfield, (Mr. H. E. Morriss) .....142—3

Also ran: Heating, (Mr. Z. W. Yu); Ocean Star, (Mr. W. Hill); Ivanhoe, (Mr. G. G. C. Harper); Rokko, (Mr. J. Liou); Kongo, (Mr. H. Tomono); Little Boy, (Mr. H. W. Ip); Wild Irishman, (Mr. J. K. Brand); and Longstop, (Mr. A. N. Dallas).

Won by a head; a head.

Time—1:50 4-5.

Pari Mutuel: For win, $44.90; for place; 1st, $10.70; 2nd, $13.80 and 3rd, $15.00.

Cash sweep: 1st, 565; 2nd, 332 and 3rd, 286. Unplaced, 241, 249, 504, 501, 649, 477, 355 and 615.

7.—**The September Selling Plate.**—Value $400; 2nd pony $125; 3rd pony $125. For China ponies.—Three quarter mile.

lbs.

Mr. Stubbs' dun The Kangani, (Mr. A. J. P. Heard) .....150—1

Mr. Chang Chow's ches, Merrysand, (Mr. D. S. Li) .....142—2

Messrs. Jackson, Tibbey and Sparke's grey Wild Rose, (Mr. J. K. Brand) .....155—3

Also ran: Greyhound, (Mr. G. G. C. Harper); Eastern Star, (Mr. W. Hill); Motorist, (Mr. S. Matsumoto); Loo Kow Chao, (Mr. Z. W. Yu); Evening Star, (Mr. L. Sih) and Spaghotti, Mr. Grayrigge).

Won by one length; one length. Time—1:33 1-5.

Pari Mutuel: For win, $12, for place, 1st, $6.20; 2nd, $6.40 and 3rd, $8.30.

Cash sweep: 1st, 348; 2nd, 204 and 3rd, 105. Unplaced, 318, 343, 501, 500, 266, 161, 292 and 328.

8.—**The Littleton Plate.**—Value $400. 2nd pony $150. 3rd pony $100. For China ponies. Weight for inches as per scale. Winners at this meeting, 10 lbs. extra.—7 furlongs.

lbs.

Mr. K. D. Soo's grey Kowloon, (Mr. W. G. Crokam) .....158—1

Mr. Seven's white Persimmon, (Mr. H. F. Hu)155—2

Mr. Henry Morriss' ches' Loganfield, (Mr. H. E. Morriss) .....152—3

Also ran: Whitehaven, (Mr. W. Hill); Wild Shot, (Mr. J. H. Liddell); Sideway, (Mr. J. Liou); The Hornbill, (Mr. D. S. Li); Charing Cross, (Mr. I. Ezra); Si-Kiang, (Mr. A. J. P. Heard) and Golden Feather, (Mr. S. A. Sleap).

Won by short head; one length.

Time—1:50

Pari Mutuel: For win, $41.20; for place, 1st, $9.20; 2nd, $7.20 and 3rd, $6.50.

Cash sweep: 1st, 424, 2nd, 585 and 3rd, 192. Unplaced, 696, 547, 372, 451, 23, 262 and 185.

9.—**The Autumn Cup.**—Value $500; 2nd pony $200; 3rd pony $100. For China ponies. Weight for inches as per scale.—1¼ miles.

lbs.

Mr. Henry Morriss' grey Maresfield, (Mr. A. J. P. Heard) .....155—1

Mr. Lansing's ches Newcastle, (Mr. W. Hill) 155—2

Mr. Chang Chow's bay Haruna, (Mr. D. S. Li) .....155—3

Also ran: The Poineer, (Mr. Z. W. Yu); Passing Cloud, (Mr. H. F. Hu) and Lanchester, (Mr. W. G. Crokam).

Won by many lengths; half a length.

Time—2:46 2-5.

Pari Mutuel: For win, $6.90; for place, 1st, $5.40; 2nd, $6.10 and 3rd, $8.40.

Cash sweep: 1st, 52; 2nd, 709 and 3rd, 345. Unplaced, 646, 461 and 715.

SLOW PLAY AND LOW SCORING IN CRICKET GAMES

(Continued from Page 1)

H. W. Allison	21	5	35	3
W. G. R. Murphy	7	1	15	1
D. W. Leach	4	1	4	1

PARSEES vs. RECS

The match between the Shanghai Recreation Club and Parsee C. C. was played on the S.R.C. ground. The "Recs" won a low scoring match by 26 runs. The visitors batted first but made a deplorable start, half the side being out for 29 runs.

W. T. Manley was responsible for this, his swerves proving very disconcerting to the batsmen. Talati was the only player to reach double figures. Manley's analysis is good reading.

When the homesters went into bat they found the Shroff Brothers very deadly and it did not look as if the runs would be obtained. Willie Manley, however, following up his good work with the ball, came to the rescue with an excellent innings of 38, and with Madar playing steadily at the finish they just scrambled home.

The scores were:

Parsee C. C.

E. D. Damri, run out	7
S. F. Shroff, b. Manley	0
R. F. Shroff, b. Manley	2
P. N. Karanjia, b. Manley	6
S. M. Talati, c. F. Ollerdessen, b. Manley	15
J. H. Shroff, b. Manley	3
B. M. Batki, b. Manley	0
R. Viccajee, b. Quincey	4
M. H. Kavarana, b. Manley	6
H. L. Sopariwala, c. G. Madar, b. Jensen	0
M. D. Dagi, not out	0
Extras	3
Total	46

Bowling Analysis

	O.	M.	R.	W.
W. T. Manley	8	2	22	7
L. B. Quincey	5	1	17	1
J. V. Jensen	3	0	4	1

S.R.C.

A. J. Willis, l.b.w., b. R. F. Shroff	0
L. P. Quincey, c. Karanjia, b. J. H. Shroff	0
W. T. Manley, b. J. H. Shroff	38
G. Powers, c. Viccajee, b. J. H. Shroff	0
H. G. Reed, b. J. H. Shroff	8
E. Gifford, b. J. H. Shroff	1
G. V. Jensen, c. and b. R. F. Shroff	3
F. C. H. Ollerdessen, c. Batki, b. R. F. Shroff	0
F. Madar, l.b.w., b. R. F. Shroff	5
G. Madar, b. Daji	13
H. J. Ambrose, not out	1
Extras	3
Total	72

Bowling Analysis

	O.	M.	R.	W.
R. F. Shroff	13	2	28	4
J. H. Shroff	9	2	26	5
M. D. Daji	6	1	15	1

Sport And Stage

(Continued from Page 1)

rules inside the 52-yard line, if the breach occurs within ten yards of the touch line, the scrummage is to be at ten yards.

Other amendments agree to provide that in Rule 15 after an unsuccessful attempt to convert a try, the ball is to be kicked off from halfway, and that in the case of a fair catch, the player who makes the catch must kick the ball.

* * *

SCULLING

Sculling races for the ancient wager known as Doggett's Coat and Badge were resumed recently, after an interval of six years. The Fishmongers' Company arranged races for each year since the last contest for the young watermen who would, in the normal course of events, have taken up the "freedom of the river" in those years.

The contest was instituted in 1715 by Thomas Doggett, the actor, in "Commemoration of the Accession of King George I. to the British Throne," the prize being a red coat with a large silver badge on the arm bearing the white horse of Hanover.

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Those made of Ladies keep a box of Martin's Pills in the house, as when the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 3/- from MARTIN, Chemist, SOUTHAMPTON, ENG.

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Toric Lenses

Invisible Bifocals

Sun Glasses in Various Shades

W. T. Findley, M.D.

36 Nanking Road, Tel. 1928

O.V.B. At all CLUBS, HOTELS and BARS

GANDE, PRICE & CO., Agents

Westminster Tobacco Co. Ltd.

GREEN JADE Cigarettes

Imported from England

The same superlative quality as other well known brands manufactured by Westminster Tobacco Co. Ltd.

Also obtainable in packets of ten cigarettes...

COMING! AT THE APOLLO THE ONLY HOUSE WITH THE MOST CAREFULLY SELECTED FEATURES COMING!

THE GIGANTIC CLASSIC—THE LATEST PATHE PRESENT—A GEM OF SUPERIORITY FAR ABOVE THE ORDINARY DRAMA.

The Master of Prodigious Descriptions and Ingenious Imagination.

EMILE ZOLA = EMILE ZOLA

THE WORLD—FAMED NOVELIST

"WORK"

TOLD in SEVEN CHAPTERS OF 28 PARTS

A COMPLETE DRAMATIZATION OF THE FAMOUS NOVEL

"WORK"

"WORK" WHAT A COMMON WORD IT IS AND WHAT AN IMMENSE MEANING IT CONTAINS!-

"WORK" THE GREATEST FOUNDATION OF OUR COMMUNITIES!

WE TAKE THE LIBERTY to ASK YOU WHAT DO YOU SEE AROUND YOU in the LIFE of SOCIETY in the PAST or FUTURE

"WORK" THE SOURCE OF HAPPINESS AND CALAMITY.

"WORK" EVERYTHING IF YOU WOULD LIKE TO THINK A LITTLE BIT ABOUT IT

DO YOU SEE

JOY or SORROW, HAPPINESS or PAIN, GREED or GENEROSITY LICENTIOUSNESS or CHASTITY?

IN THIS SCREEN APOTHEOSIS, PERHAPS THE GREATEST OF ALL EVER SCREENED

YOU'LL FIND ALL WHAT WE CALL LIFE

COME ON AND STUDY, ANALYSE AND PROBE THE EVILS OF MODERN LIFE

IT'S A GREAT DRAMA OF IMMEASURABLE PASSION THAT GROWS IN INTENSITY SCENE BY SCENE UP TO A BREATHLESS CLIMAX, A SOUL-STIRRING ENDING.

IT'S NOT A SERIAL BUT A REAL SUPER FEATURE FILM! THE HEIGHT OF THE SCREEN ARTISTRY!

A VERY STRONG CAST OF EMINENT ACTORS IS HEADED by

WHO PLAYED THE LEADING ROLE IN "THE COUNT OF MONTE CRISTO"

MATHOT

WHO CARRIED THE LEADING ROLE IN "THE COUNT OF MONTE CRISTO"

Comic Picture Section

Sunday, September 19th, 1920

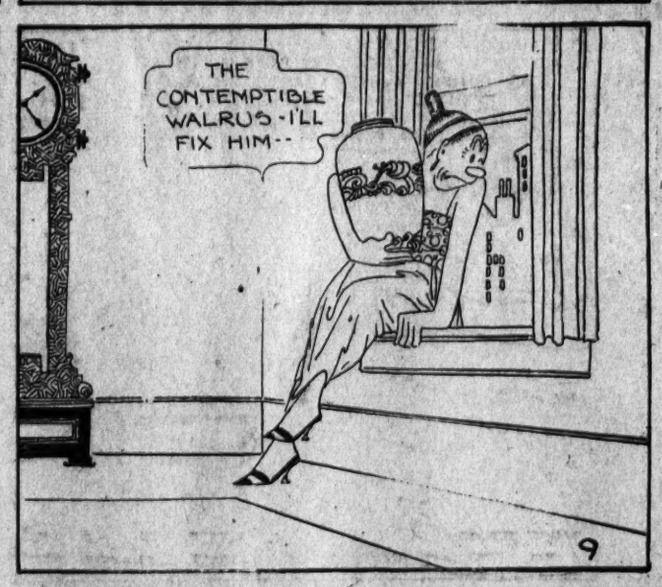
Bringing Up Father

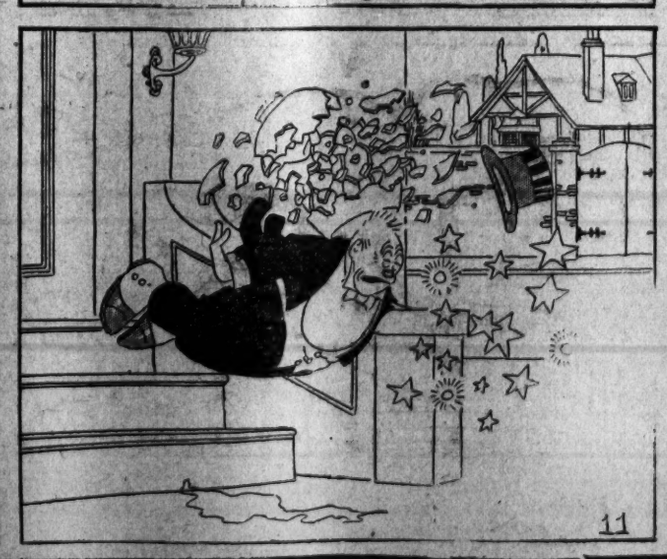
YOU SAY MR JIGGS WAS AT SIR AL KOHOL'S STAG DINNER LAST NIGHT- IT MUST HAVE BEEN QUITE JOLLY
MR JIGGS WILL TELL YOU ALL ABOUT IT. OH YOU MEN!
SIR AL KOHOL IS QUITE A LINGUIST-
IS THAT SO-I DIDN'T KNOW THAT HE WORKED AT ALL.
1

MRS DE PRESS CALLING. I TOLD HER YOU WERE OUT SO SHE WANTS TO TALK TO MR. JIGGS.
FOR GOODNESS SAKES. DO I HAVE TO LISTEN TO THAT TALKIN' MACHINE?
4

WELL. MY HUSBAND CONFESSED EVERY THING - HE TOLD ME HOW YOU TOOK HIM TO DINTY'S LAST NIGHT - OH' YOU NEEDN'T WORRY - I WON'T TELL YOUR WIFE - BUT DON'T YOU DARE SPEAK TO MY HUSBAND AGAIN!
ALL RIGHT. ALL RIGHT. ALL RIGHT!
6

AND THE IDEA OF YOUR MAKING UP THAT STORY ABOUT BEING AT SIR AL KOHOL'S DINNER MY HUSBAND ADMITTED LATER THAT YOU DIDN'T EVEN KNOW HIM
7





Little Jimmy

1.
"HISHEY-WOOSHY CHISSY-HOH-WOOF SOSH-HOOSHIE"
"NO SAVVEY!"
2.
"WHAFFO"
"JIMMY RUN BACK TO THE RANCH AND ASK MR SMITH WHO UNDERSTANDS INDIAN TALK TO COME RIGHT AWAY, AND SEE WHATS THE MATTER WITH THIS FELLOW!"
3.
4.
"HI KID! LOOK OUT!"
5.
6.
7.
8.
"HULLO KID! I'VE BEEN WAITING TWO HOURS FOR MY LITTLE BOY TO BRING A MAN WHO SPEAKS INDIAN-MAYBE YOU COULD TELL ME WHAT THIS MAN SAYS!"
"SURE!"
AND AS WE WERE
9.
"HISHEY-WHOOSHEY CHISSY-WOSH-HOH-WUFF SOSH-HOOSHIE-SOXY-OOF HOOTAT-UFF-KITSILLY-!"
10.
"HE'S TELLIN' YOU THAT HE'S GOT A FINE LITTLE BOY JUST LIKE YOURS"
11
"ASK HIM IF HIS KID ALWAYS FORGETS THINGS!"
12.
"HE SAY YES!"
13.
"HOW'S THIS, KID?"
14.
"IF YOU WAS A LITTLE BOY AN' YOU SEEN ALL THAT I SEEN, WOULDN'T MAYBE YOU HAVE FORGOT A FEW THINGS?"
"MAYBE."
SUMMERTON